

NACOmatic

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PA Min Alt#4	-	4	N35	-	327
PA Min Rdr#4	-	8	N38	-	376
PA Min TO#4	-	9	N43	-	99
02P	-	147	N47	-	318
22N	-	182	N53	-	98
29D	-	126	N57	-	361
2G9	-	346	N68	-	70
4G1	-	125	N71	-	197
6G1	-	360	N79	-	344
70N	-	358	N94	-	68
74N	-	363	N96	-	52
7SP	-	343	NXX	-	390
8G2	-	88	OQN	-	378
9D4	-	203	OYM	-	350
9G8	-	101	P34	-	191
9N3	-	113	PHL	-	213
ABE	-	23	PIT	-	280
AFJ	-	364	PJC	-	401
AGC	-	268	PNE	-	253
AOO	-	37	PSB	-	265
AVP	-	381	PTW	-	320
AXQ	-	73	RDG	-	331
BFD	-	55	RVL	-	338
BTP	-	61	SEG	-	341
BVI	-	44	THV	-	397
CKZ	-	208	UCP	-	205
CXY	-	129	UKT	-	329
DUJ	-	94	UNV	-	354
DYL	-	92	VVS	-	87
ERI	-	104	WAY	-	374
FIG	-	76	XLL	-	35
FKL	-	120	ZER	-	324
FWQ	-	193			
GKJ	-	187			
HMZ	-	49			
HZL	-	141			
IDI	-	148			
IPT	-	388			
JST	-	150			
LBE	-	175			
LHV	-	186			
LNS	-	165			
LOM	-	211			
MDT	-	133			
MPO	-	199			
MQS	-	78			
MUI	-	114			
N10	-	84			
N13	-	53			
N27	-	362			
N30	-	145			

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY INTL **ILS or LOC Rwy 13¹**
VOR-A²

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²NA when local weather not available.

ALTOONA, PA

ALTOONA-BLAIR

COUNTY **ILS or LOC Rwy 21¹**
RNAV (GPS) Rwy 3²
RNAV (GPS) Y Rwy 21³
VOR-A⁴

¹ILS, Category D, 1100-3. LOC, Category D, 1100-3.

²Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3

³Category D, 1200-3.

⁴Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1200-3.

BECKLEY, WV

RALEIGH COUNTY

MEMORIAL **ILS or LOC Rwy 19¹²**
RNAV (GPS) Rwy 1³
RNAV (GPS) Rwy 10¹³
RNAV (GPS) Rwy 19¹³
RNAV (GPS) Rwy 28¹⁴
VOR Rwy 10¹³
VOR Rwy 19¹³

¹NA when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

BLUEFIELD, WV

MERCER COUNTY . **VOR/DME or GPS Rwy 23**
VOR Rwy 23

NA when class E airspace not in effect.

NAME ALTERNATE MINIMUMS

BRADFORD, PA

BRADFORD RGNL **VOR Rwy 14**
Category C, 800-2½; Category D, 800-2½.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER

FIELD **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV

YEAGER **ILS or LOC Rwy 5¹**
ILS or LOC Rwy 23²
VOR/DME RNAV or GPS Rwy 33³
VOR or GPS-A³

¹ILS, Categories A,B,C, 700-2.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

CLARKSBURG, WV

NORTH CENTRAL

WEST VIRGINIA **ILS or LOC Rwy 21¹²**
RNAV (GPS) Rwy 3³⁵
RNAV (GPS) Rwy 21³⁵
VOR or GPS Rwy 3⁴⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 900-2½. LOC, Category D, 900-2½.

³NA when local weather not available.

⁴NA when control tower is closed, except for operators with approved weather reporting service.

⁵Category D, 900-2½.

COATESVILLE, PA

CHESTER COUNTY

G O CARLSON **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS
DOYLESTOWN, PA
 DOYLESTOWN VOR Rwy 23
 NA when local weather not available.

DUBOIS, PA
 DUBOIS RGNL ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

ELKINS, WV
 ELKINS-RANDOLPH COUNTY JENNINGS-
 RANDOLPH FIELD LDA-C¹
 RNAV (GPS)-A²³
 RNAV (GPS) Rwy 5²⁴
 RNAV (GPS) Rwy 14²⁵
 RNAV (GPS) Rwy 23²⁶

¹Categories A, B, 1200-2; Category C, 1400-3;
 Category D, 1500-3.

²NA when local weather not available.

³Categories A, B, 1700-2; Category C, 1700-3.

⁴Categories A, B, 1100-2; Category C, 1300-3;
 Category D, 1400-3.

⁵Categories A, B, 1500-2; Categories C, D,
 1500-3.

⁶Categories A, B, 1200-2; Category C, 1300-3;
 Category D, 1400-3.

ERIE, PA
 ERIE INTL/TOM
 RIDGE FIELD ILS or LOC Rwy 6¹²
 ILS or LOC/DME Rwy 24¹²
 NDB Rwy 6²
 NDB Rwy 24²
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 6
 VOR/DME Rwy 24

NA when local weather not available.

¹ILS, 700-2.

²NA when control tower closed.

FRANKLIN, PA
 VENANGO RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR Rwy 3
 VOR Rwy 21
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
HARRISBURG, PA
 CAPITAL CITY ILS or LOC Rwy 8¹²
 RNAV (GPS) Rwy 8¹²
 RNAV (GPS) Rwy 26³⁴

¹Categories A, 1000-2; Category B, 1400-2;

Categories C,D, 1400-3.

²NA when control tower closed.

³NA when local weather not available.

⁴Category A, 1200-2; Category B, 1400-2;
 Categories C, D, 1400-3.

HARRISBURG INTL ILS or LOC Rwy 13¹
 ILS or LOC Rwy 31²
 RNAV (GPS) Rwy 13³
 RNAV (GPS) Rwy 31⁴
 VOR Rwy 31³

¹Categories C,D, 700-2.

²ILS, 700-2.

³Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

⁴Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA
 HAZLETON MUNI RNAV (GPS) Rwy 10
 Category D, 900-2¾.
 NA when local weather not available.

JOHNSTOWN, PA
 JOHN MURTHA JOHNSTOWN-CAMBRIA
 COUNTY ILS or LOC Rwy 33¹
 VOR Rwy 5²
 VOR Rwy 15³

¹ILS, Categories A,B,C, 800-2; Category D,
 800-2¾. ILS, LOC, NA when control tower
 closed.

²NA when local weather not available.

³Categories A,B, 900-2; Category C,
 900-2½; Category D, 900-2¾.

LANCASTER, PA
 LANCASTER ILS or LOC Rwy 8¹²³
 RNAV (GPS) Rwy 8²
 RNAV (GPS) Rwy 26²⁴
 VOR/DME Rwy 31²⁴
 VOR/DME Rwy 8²
 VOR/DME Rwy 26²⁴
 VOR Rwy 8²⁵
 VOR Rwy 31⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

⁴Category D, 800-2¾.

⁵Categories A, B, 1000-2; Categories C, D,
 1000-3.

NAME LATROBE, PA
ARNOLD PALMER
RGNL ILS or LOC Rwy 23¹²³
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²
NDB Rwy 23¹⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ILS or LOC Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD ILS or LOC Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.

Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL
HART FIELD ILS or LOC Rwy 18¹²³
RNAV (GPS) Y Rwy 18¹³
RNAV (GPS) Z Rwy 18³⁴
RNAV (GPS) Rwy 36¹³
VOR-A³⁵

¹Category D, 900-2¼.

²NA when control tower closed.

³NA when local weather not available.

⁴Category C, 800-2¼; Category D, 900-2¼.

⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS
MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

NAME MUIR AAF (KMUI)
FORT INDIANTOWN
GAP, PA NDB-A
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25
NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY
AIRPORT ILS or LOC Rwy 3¹²
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.

¹NA when control tower is closed.

²Category D, 700-2.

PHILADELPHIA, PA

NORTHEAST
PHILADELPHIA ILS or LOC Rwy 24¹²
LOC BC Rwy 6¹²
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 33²
VOR Rwy 6¹²
VOR Rwy 24¹²

¹NA when control tower closed.

²NA when local weather not available.

PHILADELPHIA INTL ILS PRM Rwy 26¹
ILS PRM Rwy 27L²
ILS or LOC Rwy 9L³
ILS Rwy 9R⁴
ILS or LOC Rwy 17³
ILS Rwy 26⁵
ILS or LOC Rwy 27L⁶
ILS or LOC/DME Rwy 27R⁷
RNAV (GPS) Rwy 27R⁸

¹ILS, Categories A, B, C, 700-2. LOC, NA.

²ILS, 700-2. LOC, NA.

³ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

⁴ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

⁵ILS, Categories A, B, C, 700-2.

⁶ILS, 700-2.

⁷ILS, Categories B, C, D, 700-2.

⁸Category D, 800-2¼.

NAME ALTERNATE MINIMUMS
PITTSBURGH, PA
ALLEGHENY COUNTY **VOR-A**
NA when local weather not available.

PITTSBURGH INTL **ILS Rwy 10L¹**
ILS or LOC Rwy 28L¹
ILS or LOC Rwy 28R¹
RNAV (RNP) Z Rwy 10R²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Categories A, B, C, D, 800-2½.

QUAKERTOWN, PA

QUAKERTOWN **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD **ILS or LOC Rwy 13¹³**
ILS or LOC Rwy 36¹³
NDB Rwy 36²³
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²

NA when local weather not available.

¹ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when control tower closed.

SELINGSGROVE, PA

PENN VALLEY **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B¹

NA when local weather not available.

¹Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY **RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19²

NA when local weather not available.

¹Categories A,B, 1000-2;Category C, 1000-2½.

²Category B, 900-2; Category C 1000-2½.

NAME ALTERNATE MINIMUMS
WASHINGTON, PA
WASHINGTON COUNTY .. **RNAV (GPS) Rwy 9¹**
RNAV (GPS) Rwy 27²
VOR-B¹

NA when local weather not available.

¹Category D, 900-2½.

²Category C, 800-2½, Category D, 900-2½.

WHEELING, WV

WHEELING OHIO
COUNTY **ILS or LOC Rwy 3¹**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2½.

NA when local weather not available.

¹NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL **ILS or LOC/DME Rwy 4¹**
ILS or LOC/DME Rwy 22¹
NDB or GPS-A²
RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 22¹

¹Category A, 900-2; Category B, 1000-2;

Category C, 1000-3; Category D, 1300-3.

²Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL **ILS Rwy 27**
Categories A,B, 1400-2; Categories C,D, 1400-3.

YORK, PA

YORK **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2½; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA)

ELEV 828

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1 ▽

			DA/ HATh/	HAA	CEIL-VIS	CAT	DA/ HATh/	HAA	CEIL-VIS
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS					
	21		AB	1260-1	432 (500-1)	C	1260-1¼	432 (500-1¼)	
			D	1260-1½	432 (500-1½)				
	3		AB	1240-1	412 (500-1)	CD	1240-1¼	412 (500-1¼)	
	12		AB	1340/24	512 (600-½)	C	1340/50	512 (600-1)	
			D	1340/60	512 (600-1¼)				
	30		AB	1300-1	472 (500-1)	C	1300-1¼	472 (500-1¼)	
			D	1300-1½	472 (500-1½)				
CIR			AB	1340-1	512 (600-1)	C	1340-1½	512 (600-1½)	
			D	1420-2	592 (600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV 358

RADAR⁹- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x ▽

			DH/ HATH/	HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT	MDA-VIS	
	15 ¹⁷	3.25°/60/893	ABCDE	524-½	200 (200-½)
	33 ²	3.0°/45/919	AB	558-½	200 (200-½)
			CDE	558-¾	200 (200-¾)
PAR					
W/O GS	15 ³⁸		ABCD	720-¾	396 (400-¾)
			E	720-1	396 (400-1)
	33 ⁴		ABCDE	640-1	282 (300-1)
ASR	33 ⁵		ABC	720-¾	362 (400-¾)
			DE	720-1	362 (400-1)
	15 ⁶⁸		ABC	800-¾	476 (500-¾)
			D	800-1	476 (500-1)
			E	800-1¼	476 (500-1¼)
CIR ASR	All Rwy		A	800-1	442 (500-1)
			B	960-1	602 (700-1)
			C	960-1¾	602 (700-1¾)
			D	960-2	602 (700-2)
			E	960-2¼	602 (700-2¼)
CIR					
PAR W/O GS	All Rwy		A	800-1¼	442 (500-1¼)
			B	960-1¼	602 (700-1¼)
			C	960-1¾	602 (700-1¾)
			D	960-2	602 (700-2)
			E	960-2¼	602 (700-2¼)

¹When ALS inop, increase vis CAT ABCDE to ¾ mile. ²When ALS inop, increase vis CAT AB to ¾ mile. ³When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. ⁷GS exceeds DoD std. ⁸34:1 visual area penetrated. ⁹No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25**, climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33**, climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13**, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24**, climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21**, std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3**, numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21**, multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

**BEAVER FALLS, PA**

BEAVER COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**BECKLEY, WV**

RALEIGH COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1 or std. with a min. climb of 350' per NM to 4000. **Rwy 19**, 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28**, 300-1 or std. with a min. climb of 250' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10**, immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28**, climbing right turn to 5000 via 320° heading before proceeding on course.

NOTE: **Rwy 10**, 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19**, 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28**, 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA

BEDFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 14**, 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32**, 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 4000 before turning on course. **Rwy 32**, climb to 4100 before turning on course.

BELLEFONTE, PA

BELLEFONTE

TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.

Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV

POTOMAC AIRPARK

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 1900-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29**, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA

BLOOMSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 700-1. **Rwy 26**, 1100-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV

MERCER COUNTY (BLF)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2½ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23**, trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA

BRADFORD RGNL

NOTE: **Rwy 5**, fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14**, trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23**, trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32**, trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV

UPSHUR COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 29**, 400-1½ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 105° to 2300 before proceeding on course.

NOTE: **Rwy 11**, trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.**CARLISLE, PA**

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.



**CHAMBERSBURG, PA****FRANKLIN COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 24**, 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV**YEAGER (CRW)****AMDT 7 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15**, std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23**, 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33**, 300-1½ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15**, for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23**, climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15**, Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23**, Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33**, multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120' right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

CLARION, PA**CLARION COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6**, multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24**, multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV**NORTH CENTRAL WEST VIRGINIA (CKB)****AMDT 5 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21**, 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 031° to 2000 before proceeding on course. **Rwy 21**, climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3**, fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21**, trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA**CLEARFIELD-LAWRENCE**

TAKE-OFF MINIMUMS: **Rwy 12**, 600-2 or std. with a min. climb of 240' per NM to 2200'. **Rwy 30**, 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30**, cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA**CHESTER COUNTY G. O. CARLSON (MQS)****ORIG 08213 (FAA)**

NOTE: **Rwy 11**, tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29**, tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.



**COLLEGEVILLE, PA**

PERKIOMEN VALLEY (N10)

ORIG 07354 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 386' from departure end of runway, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from departure end of runway, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from departure end of runway, 98' left of centerline, up to 150' AGL/400' MSL.

Rwy 27, multiple trees beginning 104' from departure end of runway, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from departure end of runway, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLVILLE, PA

JOSEPH A. HARDY CONNELLVILLE

TAKE-OFF MINIMUMS: **Rwy 14**, 1100-2. Night NA.DEPARTURE PROCEDURE: **Rwys 5, 23, 32**, climb runway heading to 3000 before proceeding on course.

Rwy 14, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA

CORRY-LAWRENCE (8G2)

ORIG 09127 (FAA)

NOTE: **Rwy 14**, trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32**, trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA

DOYLESTOWN

NOTE: **Rwy 5**, terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL.

Rwy 23, terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA

DUBOIS RGNL (DUJ)

AMDT 1 08101 (FAA)

NOTE: **Rwy 7**, wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25**, antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

EAST STROUDSBURG, PA

STROUDSBOURG-POCONO

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA

BRADEN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.

DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18, 36** only.

EBENSBURG, PA

EBENSBURG (9G8)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.

NOTE: **Rwy 25**, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7**, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS

RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles.

Rwy 23, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23**, OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL.

Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1300 before turning right. **Rwy 6**, climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24**, climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2**, vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6**, vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20**, railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24**, railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87' AGL/826' MSL.



**FACTORYVILLE, PA**

SEAMANS FIELD (9N3)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22**, climb heading 216° to 2900 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.**FAIRMONT, WV**

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 375' per NM to 1800. **Rwy 23**, 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1800 before proceeding on course. **Rwy 23**, climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.NOTE: **Rwy 5**, tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23**, multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.**FRANKLIN, PA**

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597' MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.**GROVE CITY, PA**

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28**, 300-1 or std. w/ min. climb of 416' per NM to 1600.NOTES: **Rwy 10**, Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28**, Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL.**HARRISBURG, PA**

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12**, 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26**, 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 700.DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 082° to 1100 before proceeding on course. **Rwy 12**, climb via heading 128° to 1400 before proceeding on course. **Rwy 26**, climb via heading 262° to 1400 before proceeding on course. **Rwy 30**, climb via heading 308° to 1500 before proceeding on course.NOTE: **Rwy 8**, tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12**, flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26**, numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30**, tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-2¼ or std. w/ min. climb of 260' per NM to 700.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 128° to 1700 before proceeding on course. **Rwy 31**, climb heading 308° to 1900 before proceeding on course.NOTE: **Rwy 13**, trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31**, levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2 or std. with a min. climb of 390' per NM to 1900.NOTES: **Rwy 36**, terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 024° to 1500 before turning right. **Rwy 30**, climb heading 313° to 1800 before turning left.NOTE: **Rwy 3**, multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12**, tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21**, multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30**, multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5**, trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23**, trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33**, trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 301' per NM to 700.**Rwy 31**, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 800 before turning left.NOTE: **Rwy 8**, silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13**, trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26**, vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797' right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31**, trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 3, 5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21, 23**, climb to 4000 via BHU 233° bearing.

**LEHIGHTON, PA****JAKE ARNER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26**, 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course.

Rwy 26, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV**GREENBRIER VALLEY (LWB)****AMDT 4 09239 (FAA)**

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 3300 before proceeding on course. **Rwy 22**, climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA**WILLIAM T. PIPER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwys 9L, 9R**, NA-obstacles. **Rwy 27L**, NA-ATC. **Rwy 27R**, std. w/a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R**, multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24**, 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV**EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)****AMDT 6 08269 (FAA)**

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1300 before proceeding on course. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8**, trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26**, trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA**PORT MEADVILLE**

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA**MIFFLINTOWN**

TAKE-OFF MINIMUMS: **Rwy 8**, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8**, multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV**ONA AIRPARK (12V)****AMDT 2 08101 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7**, trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25**, trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.



**MONONGAHELA, PA****ROSTRAVER**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8**, Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8**, tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26**, tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV**MORGANTOWN MUNI-WALTER L. BILL HART FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading 190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV**MARSHALL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA**DONEGAL SPRINGS AIRPARK (N71)****AMDT 2 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 094° to 1300 before turning southwest. **Rwy 28**, climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10**, tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA**POCONO MOUNTAINS MUNI**

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)**FORT INDIANTOWN GAP, PA. 09015**

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25**, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7**, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25**, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA**DECK**

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1**, tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA**NEW CASTLE MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5**, tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13**, trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31**, tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV**MID-OHIO VALLEY RGNL (PKB)****AMDT 2 09155 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. w/min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/min. climb of 295' per NM to 1600.

NOTE: **Rwy 3**, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10**, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21**, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28**, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE, PA**PENNRIDGE**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV**GRANT COUNTY**

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.





PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 200-1 1/4 or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6**, Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15**, Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24**, Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33**, Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 320' per NM to 900. **Rwy 9L**, std. w/ min. climb of 390' per NM to 500. **Rwy 9R**, std. w/ min. climb of 310' per NM to 500. **Rwy 17**, 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26**, NA-obstacles. **Rwy 35**, std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8**, fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L**, tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R**, multiple towers beginning 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17**, multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L**, multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35**, sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24**, multiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8**, trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26**, trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6**, 700-1. **Rwy 16**, 400-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34**, climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8**, 700-2. **Rwy 26**, 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8**, 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10**, vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13**, vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31**, pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.





PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C**, multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L**, tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R**, multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14**, tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L**, tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R**, tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32**, antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25**, 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN, PA (CON'T)

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26**, std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26**, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8**, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26**, tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 11**, tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course.

Rwy 19, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.



**RAVENSWOOD, WV****JACKSON COUNTY**TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 1300 before proceeding on course.NOTE: **Rwy 4**, 100' AGL tree, 500' from departure end of runway, 200' left of centerline.**READING, PA****READING RGNL/CARL A. SPAATZ FIELD**TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31**, 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course.**Rwys 31, 36**, climb runway heading to 800 before turning on course.**REEDSVILLE, PA****MIFFLIN COUNTY (RVL)**

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.NOTE: **Rwy 6**, fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24**, ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.**ST. MARYS, PA****ST. MARYS MUNI**NOTE: **Rwy 10**, terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28**, terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.**SELINGSGROVE, PA****PENN VALLEY (SEG)**

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35**, 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35**, climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.NOTE: **Rwy 17**, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35**, trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.**SEVEN SPRINGS BOROUGH, PA****SEVEN SPRINGS**TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**SHAMOKIN, PA****NORTHUMBERLAND COUNTY**TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC.**Rwy 26**, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.**SOMERSET, PA****SOMERSET COUNTY (2G9)**

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14, 32**, NA-environmental.DEPARTURE PROCEDURE: **Rwy 7**, climb heading 066° to 3000 before turning south. **Rwy 25**, climb heading 246° to 2800 before turning south.NOTE: **Rwy 7**, trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure end of runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25**, trees beginning 480' from departure end of runway, 152' right of centerline, up to 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

**SPENCER, WV**

BOGGS FIELD (14P)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1½ or std. w/a min. climb of 498' per NM to 1300. **Rwy 28**, 300-1 or std. w/a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10**, trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28**, trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5**, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23**, trees beginning 51' from DER, 202' left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 189' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1**, Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18**, trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36**, trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23**, 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3000 before proceeding on course. **Rwy 23**, climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5**, trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23**, trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

Rwy 23, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5**, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5**, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.



**WASHINGTON, PA****WASHINGTON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 9**, 700-2½ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9**, multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27**, multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA**GREENE COUNTY (WAY)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacle. **Rwy 27**, 300-1 or std. w/min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27**, trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA**WELLSBORO JOHNSTON**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10**, climbing right turn direct SFK VOR/DME. **Rwy 28**, climbing left turn direct SFK VOR/DME. All aircraft cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10**, 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA**BRANDYWINE**

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27**, 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV**WHEELING OHIO COUNTY**

NOTE: **Rwy 3**, tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16**, pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34**, multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA**WILKES-BARRE/SCRANTON INTL**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10**, NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22**, fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28**, fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4**, tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22**, tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA**WILLIAMSPORT RGNL**

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take-off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

WILLOW GROVE NAS JRB (KNXX)**WILLOW GROVE, PA ORIG, 05020**

TAKE-OFF OBSTACLES: **Rwy 33**, trees within 4758' of departure end of runway, 455' MSL.



YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 1100-2½ for climb in visual conditions.

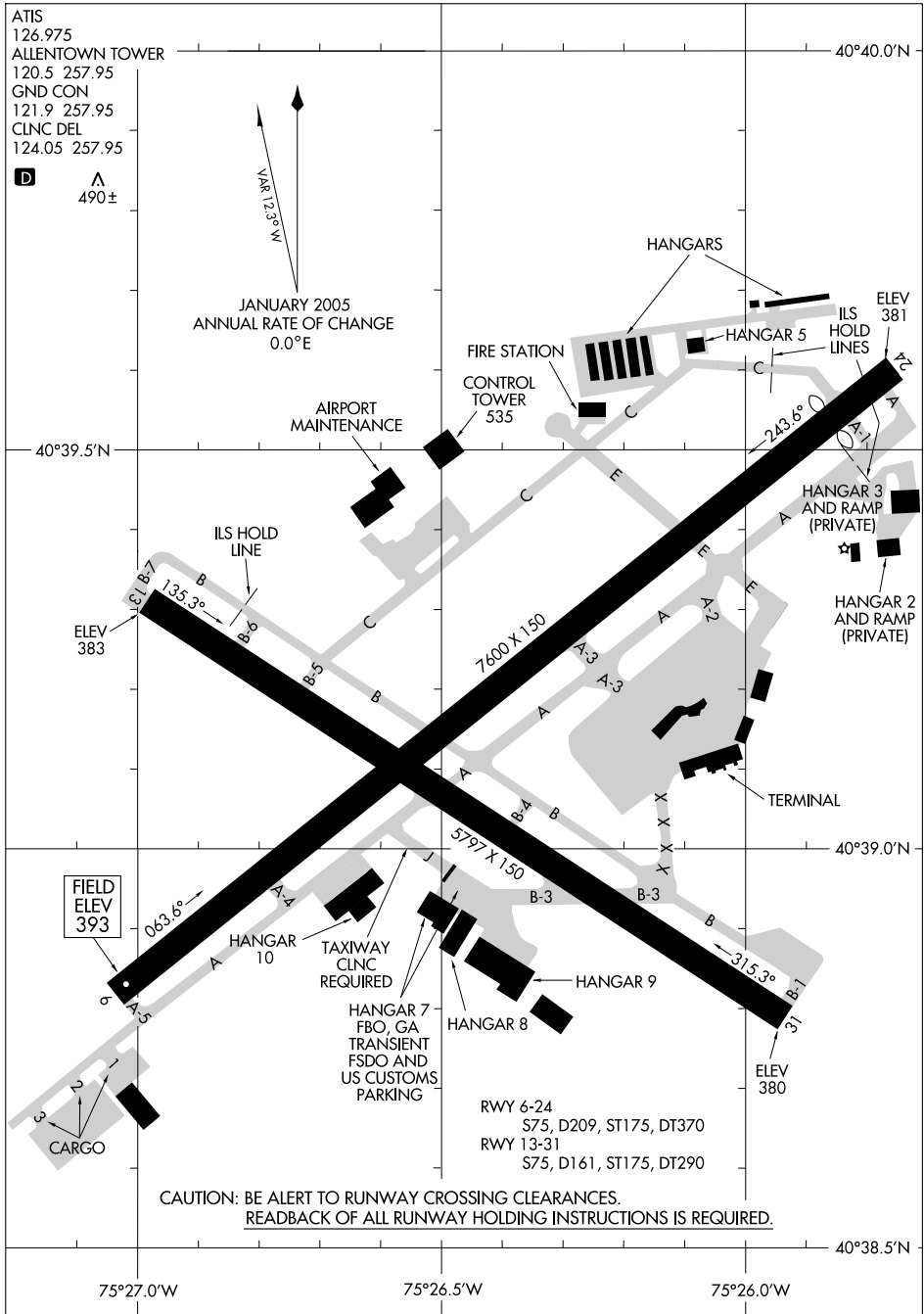
DEPARTURE PROCEDURE: **Rwys 17,35**, for climb in visual conditions: cross Zelenople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17**, terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35**, terrain and trees beginning 1.04 NM from departure end of runway, 1400' left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



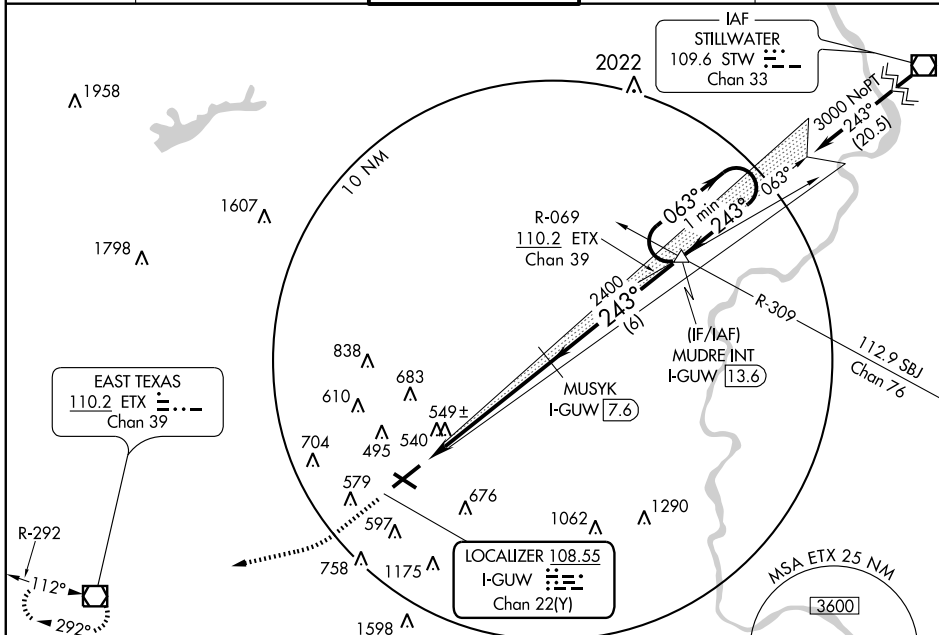
NE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GUW 108.55 Chan 22(Y)	APP CRS 243°	Rwy Idg TDZE Apt Elev	7100 386 394
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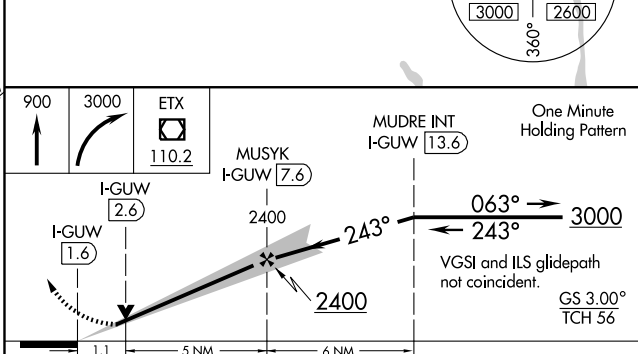
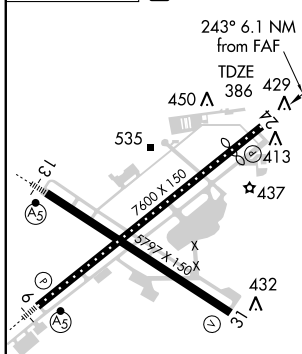
ILS or LOC/DME RWY 24

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

		MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.	
ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95
			CLNC DEL 124.05 257.95



ELEV 394	D
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CATEGORY	A	B	C	D
S-ILS 24	586/40 200 (200-¾)			
S-LOC 24	780/50 394 (400-1)			780/60 394 (400-1½)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwy 24 and 31
HIRL Rwy 6-24 and 13-31

▼

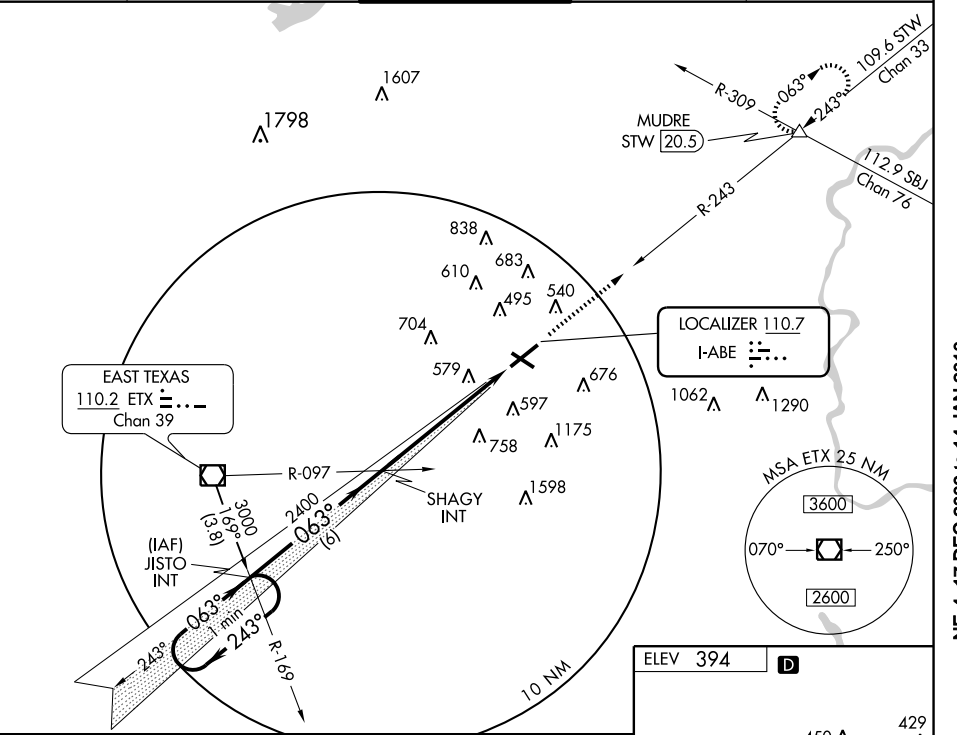
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:

Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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LOC I-BXY	APP CRS	Rwy Idg	5797
111.9	135°	TDZE	387
		Apt Elev	394

▼

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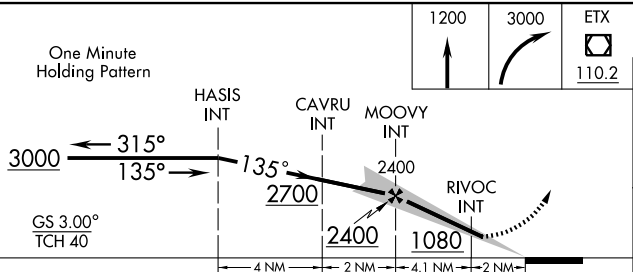
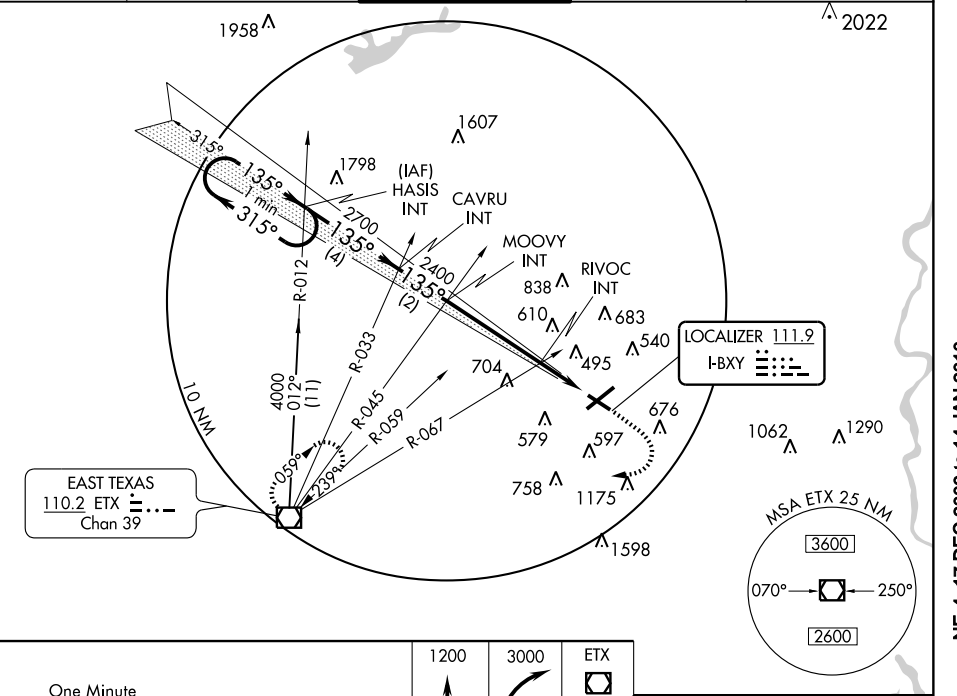
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

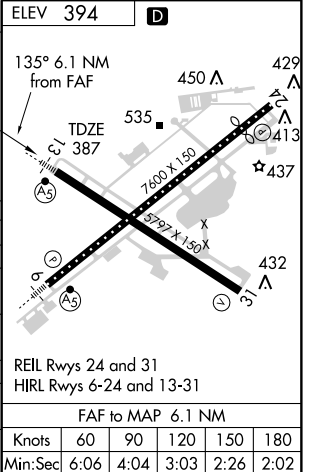
AS

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



CATEGORY	A	B	C	D
S-ILS 13		587-½	200 (200-½)	
S-LOC 13	1080-½	693 (700-½)	1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1	686 (700-1)	1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)
RIVOC FIX MINIMUMS				
S-LOC 13		720-½	333 (400-½)	720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)



NE-4, 17 DEC 2009 to 14 JAN 2010

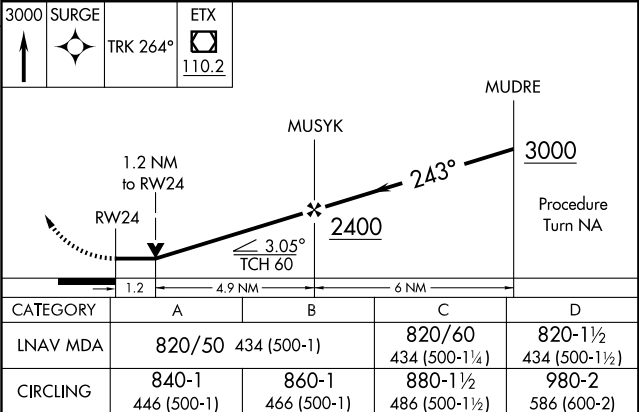
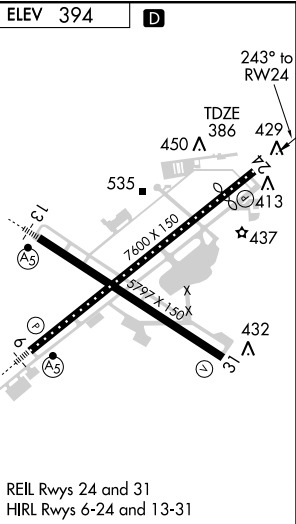
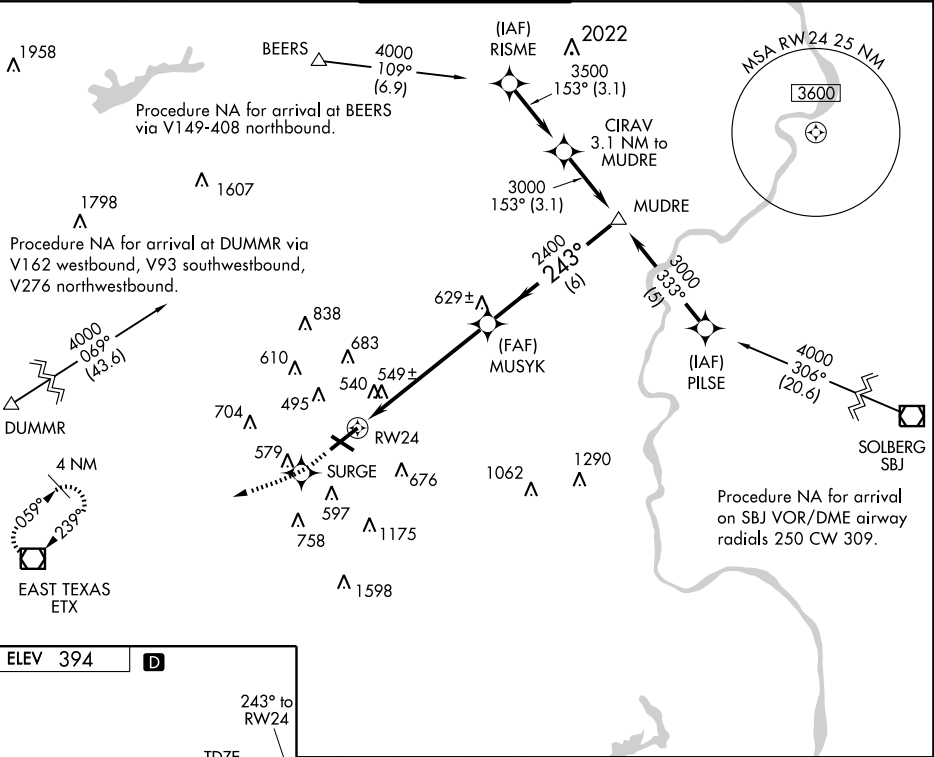
APP CRS	Rwy Idg	7100
243°	TDZE	386
	Apt Elev	394

RNAV (GPS) RWY 24

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required. NA DME/DME RNP-0.3 NA. Inoperative table does not apply.	MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.
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ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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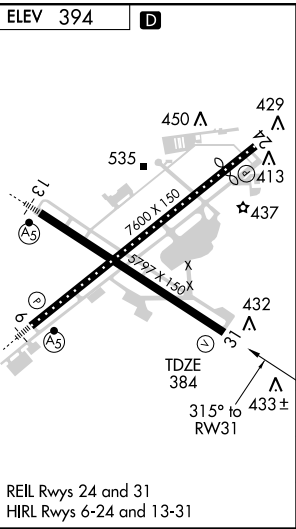
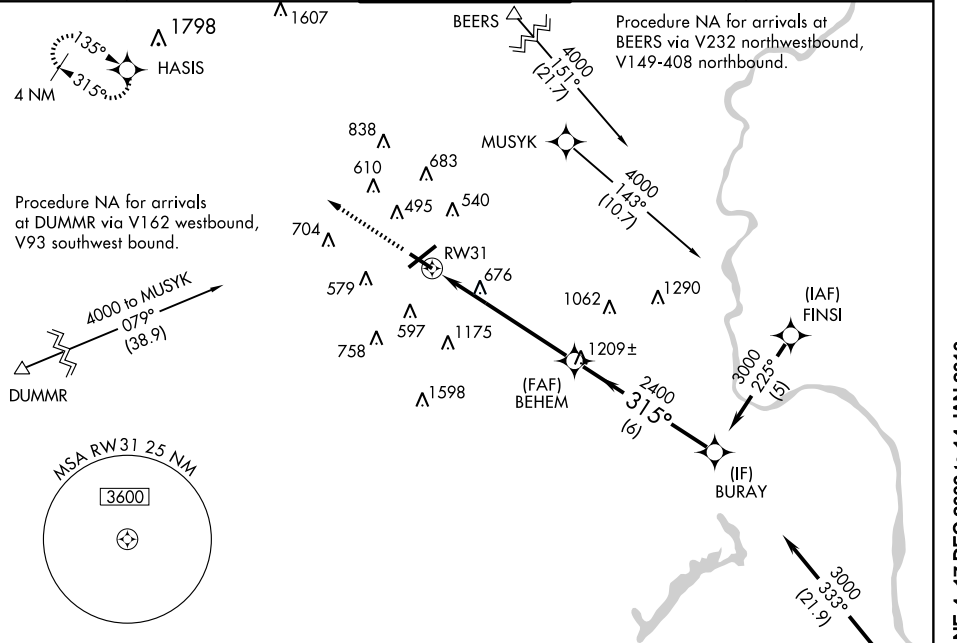


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Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C/D.

MISSED APPROACH: Climb to 3000
direct HASIS and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







	3000	HASIS	BURAY	Procedure Turn NA
	* LNAV only	* 1.6 NM to RW31		
	1.6	4.5 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	641-1 257 (300-1)			
LNAV/VNAV DA	743-1¼ 359 (400-1¼)			
LNAV MDA	940-¾ 556 (600-¾)		940-1½ 556 (600-1½)	940-1¾ 556 (600-1¾)
CIRCLING	940-1¼ 546 (600-1¼)		940-1½ 980-2 546 (600-1½)	980-2 586 (600-2)

NE-4.17 DEC 2009 to 14 JAN 2010

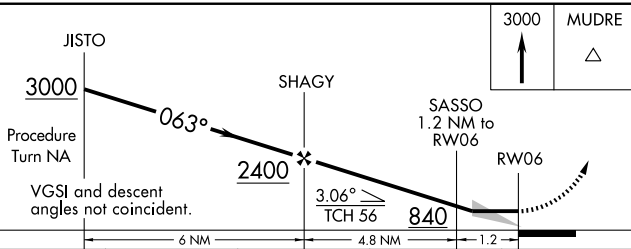
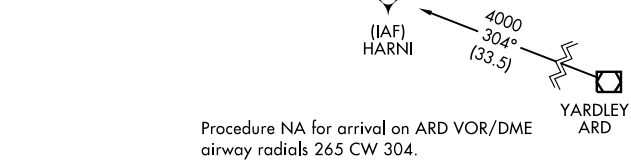
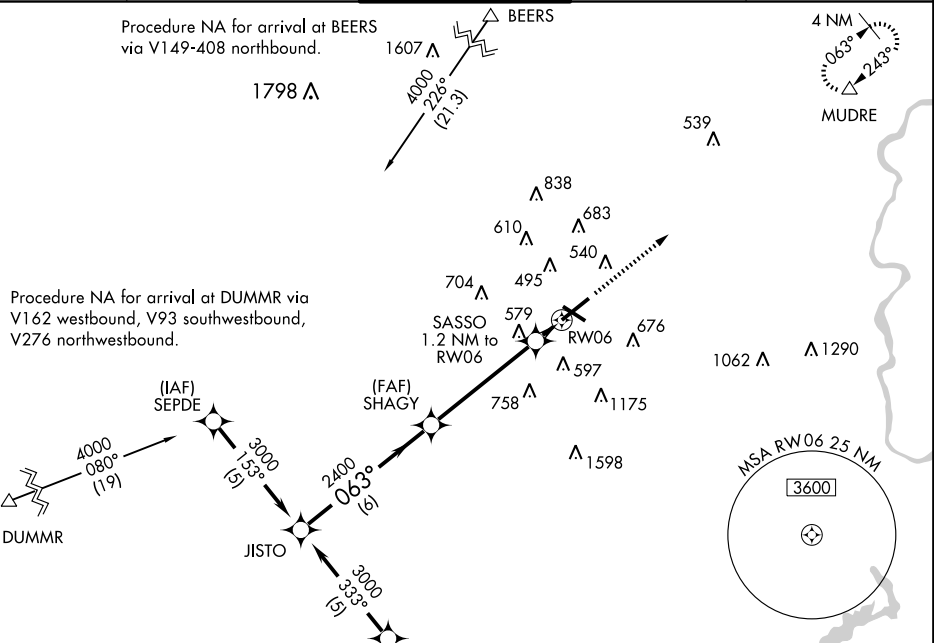
APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Y RWY 6

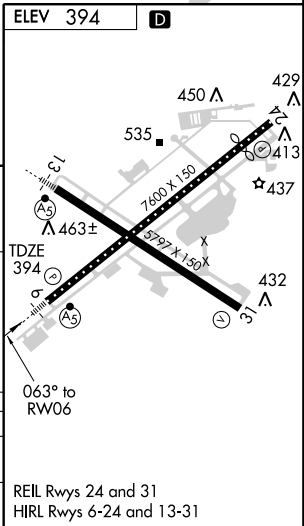
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

 GPS or RNP-0.3 required.  DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV CAT D.	 MALSR 	MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.
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ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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CATEGORY	A	B	C	D
LNAV MDA	720/24 326 (400-½)			720/50 326 (400-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)



APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Y RWY 13

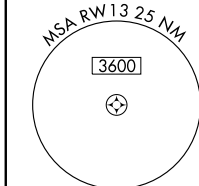
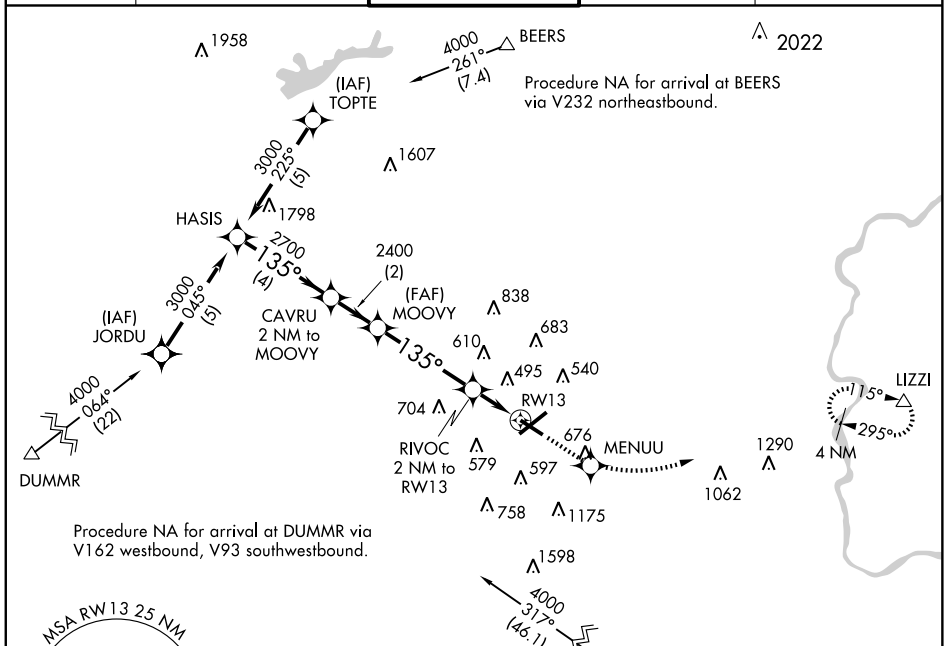
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA For inoperative MALSR increase LNAV Cat. D
 visibility to 1¼ mile.

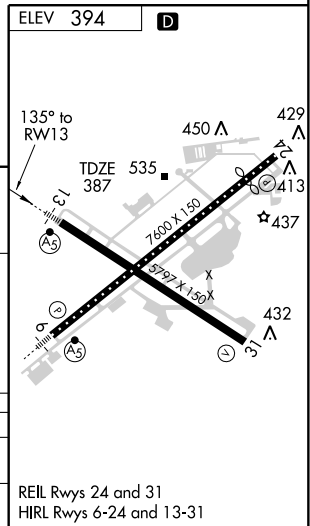
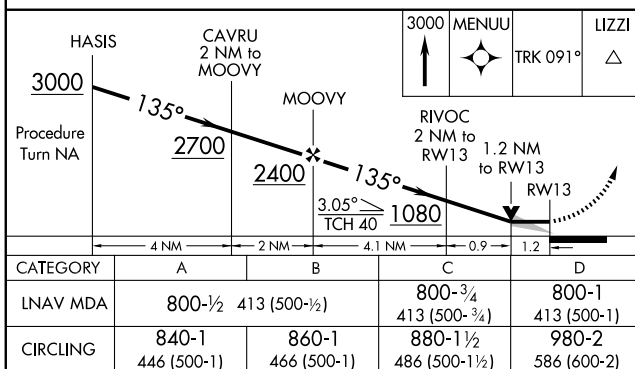
MALSR

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS 126.975	ALLETOWN APP CON 119.65 397.9	ALLETOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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Procedure NA for arrival on ARD
VOR/DME airway radials 265 CW 304.



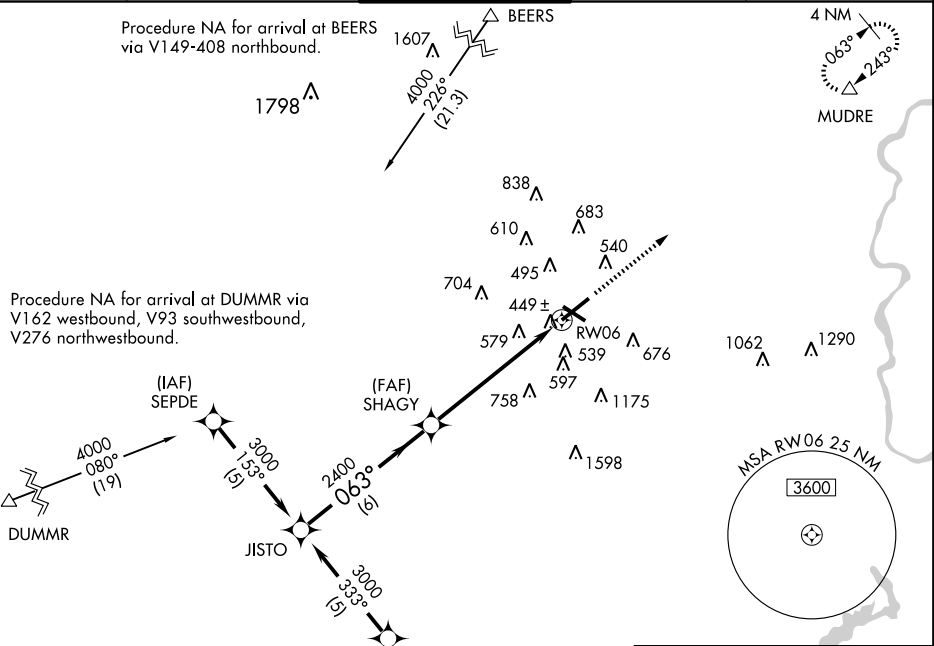
APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Z RWY 6

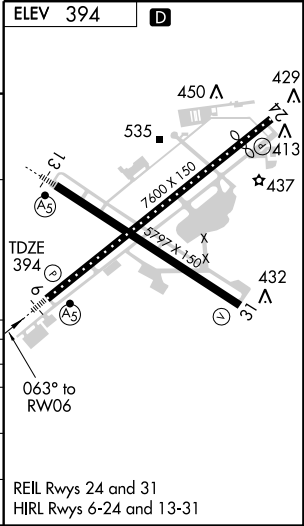
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F).	MALSR 	MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.
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ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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Procedure Turn NA	JISTO	SHAGY	RW06	MUDRE
3000	063°	2400		
GS 3.00° TCH 56				
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/DA VNAV	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)	840/40 446 (500-¾)	840/50 446 (500-1)	
CIRCLING	840-1½ 446 (500-1½)	860-1½ 466 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

MALSR

A5

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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HASIS	CAVRU 2 NM to MOOVY	MOOVY	3000	MENUU	TRK 091°	LIZZI
3000	2700	2400	135°	135°		
Procedure Turn NA				* 2.1 NM to RW13	* LNAV only	
GS 3.00 TCH 40						
CATEGORY	A	B	C	D		
GLS PA DA	NA					
LNAV/ VNAV DA	800-1 413 (500-1)					
LNAV MDA	1080-1/2 693 (700-1/2)	1080-1 1/2 693 (700-1 1/2)	1080-1 3/4 693 (700-1 3/4)			
CIRCLING	1080-1 1/2 686 (700-1 1/2)	1080-2 686 (700-2)	1080-2 1/4 686 (700-2 1/4)			

ELEV 394 D

NE-4, 17 DEC 2009 to 14 JAN 2010

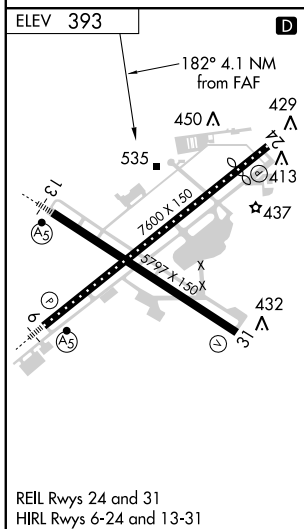
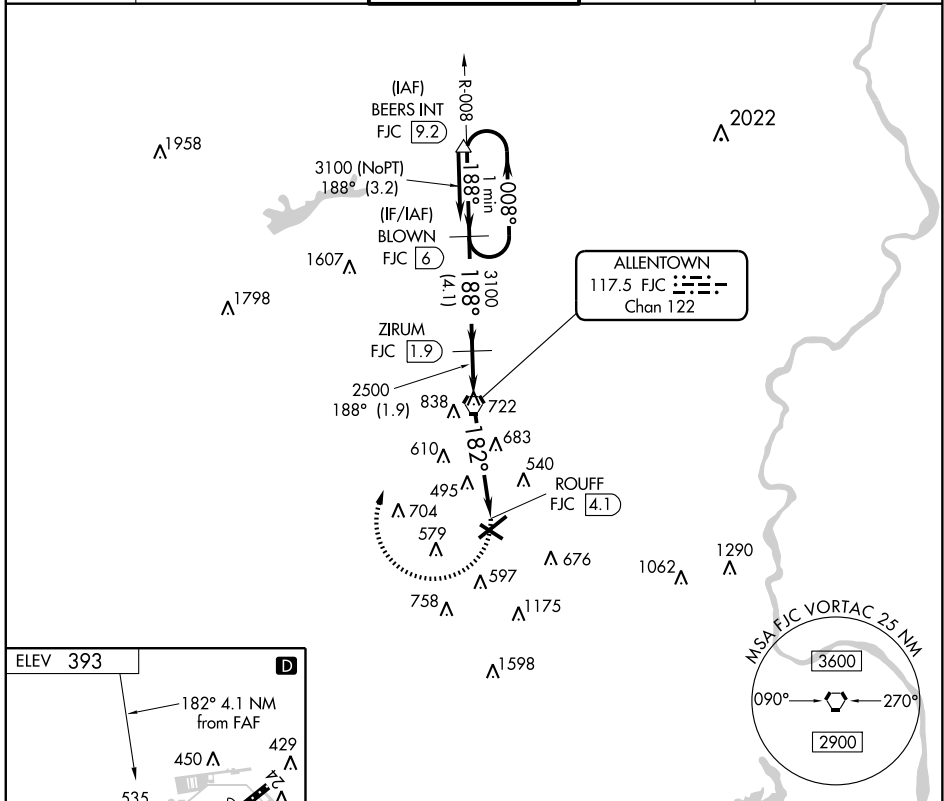
VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Idg TDZE Apt Elev N/A N/A 393
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TACAN-C

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

<p>▼ If local altimeter setting not received, use Quakertown</p> <p>▲ NA altimeter setting and increase all MDAs 60 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.</p>
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ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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	3100	FJC 117.5	FJC R-008	BLOWN FJC 6	One Minute Holding Pattern
		ROUFF FJC 4.1	VORTAC	ZIRUM FJC 1.9	BLOWN FJC 6
	182°	188°	188°	008°	3100
	4.1 NM	1.9 NM	4.1 NM		
CATEGORY	A	B	C	D	
CIRCLING	940-1	547 (600-1)	940-1½ 547 (600-1½)	980-2 587 (600-2)	

▼

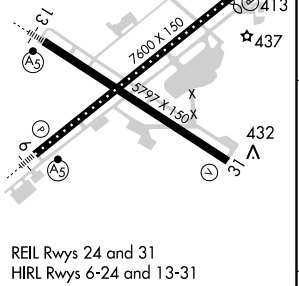
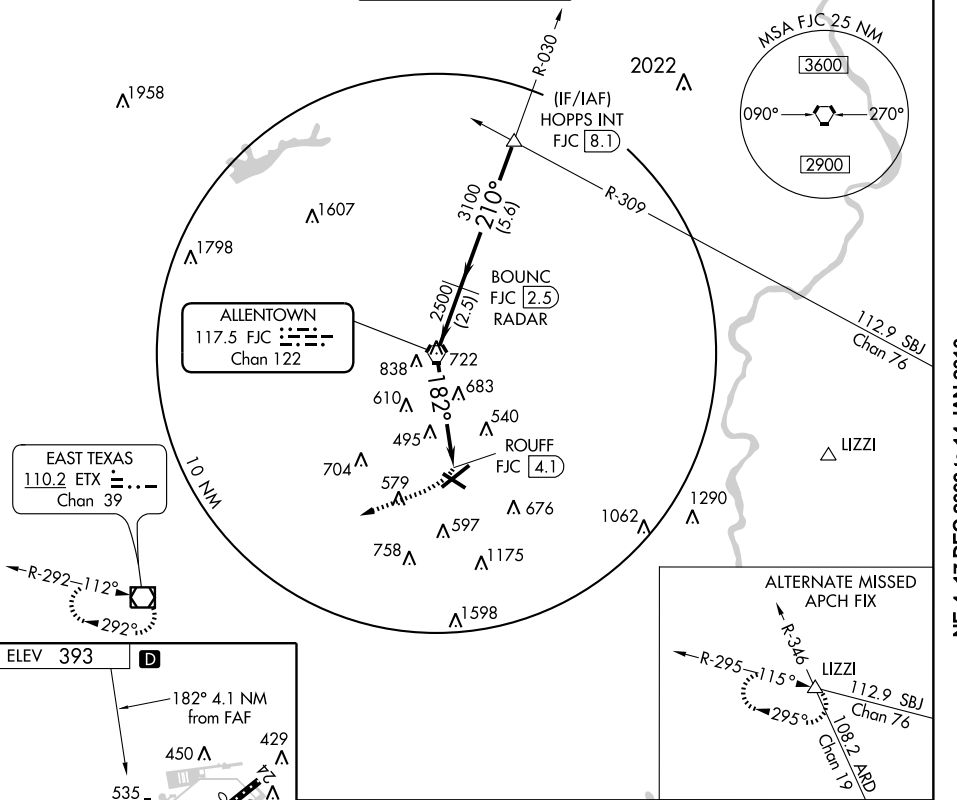
DME or RADAR required.

▲

If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 397.9	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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FAF to MAP 4.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	940-1 547 (600-1)		940-1½	980-2
Min:Sec	4:06	2:44	2:03	1:38	1:22				547 (600-1½)	587 (600-2)

NE-4, 17 DEC 2009 to 14 JAN 2010

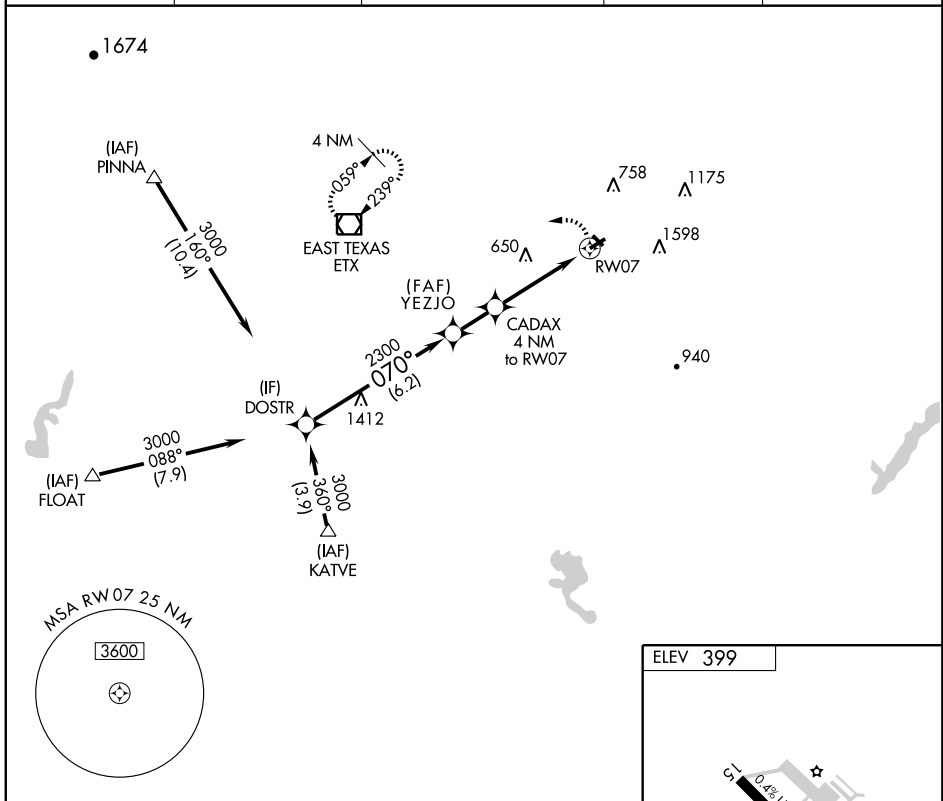
APP CRS 070°	Rwy Idg TDZE Apt Elev	3949 390 399
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RNAV (GPS) RWY 7

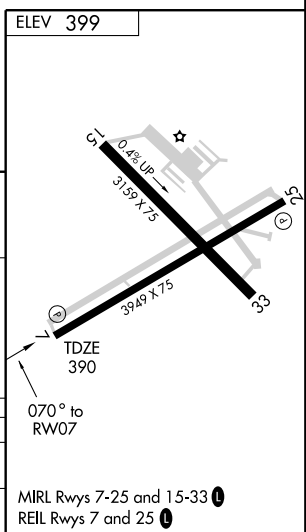
ALLENTOWN-QUEEN CITY MUNI (XLL)

<p>▼ Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.</p> <p>▲ NA Circling NA south of Rwy 7 and 25.</p> <p>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.</p>
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AWOS-3 127.875	LEHIGH VALLEY ASOS 126.975	ALLENTOWN APP CON 119.65 397.9	CLNC DEL 118.9	UNICOM 122.7 (CTAF) 1
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	DOSTR		YEZJO		CADAX 4 NM to RW07		RW07
	3000		2300		1700		
	070°		3.05°		TCH 41		
	6.2 NM		1.8 NM		4 NM		
CATEGORY	A		B		C		D
LNAV MDA	920-1		530 (600-1)		920-1½ 530 (600-1½)		NA
CIRCLING	920-1 521 (600-1)		940-1 541 (600-1)		940-1½ 541 (600-1½)		NA

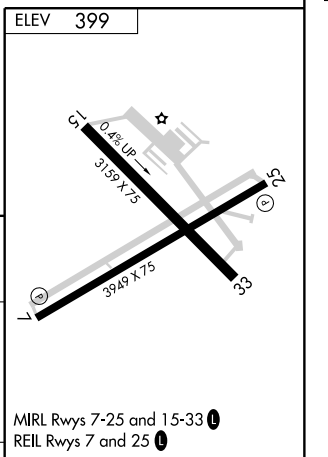
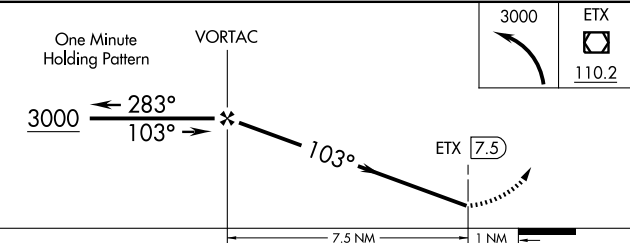
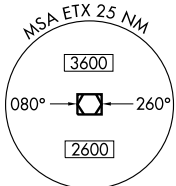
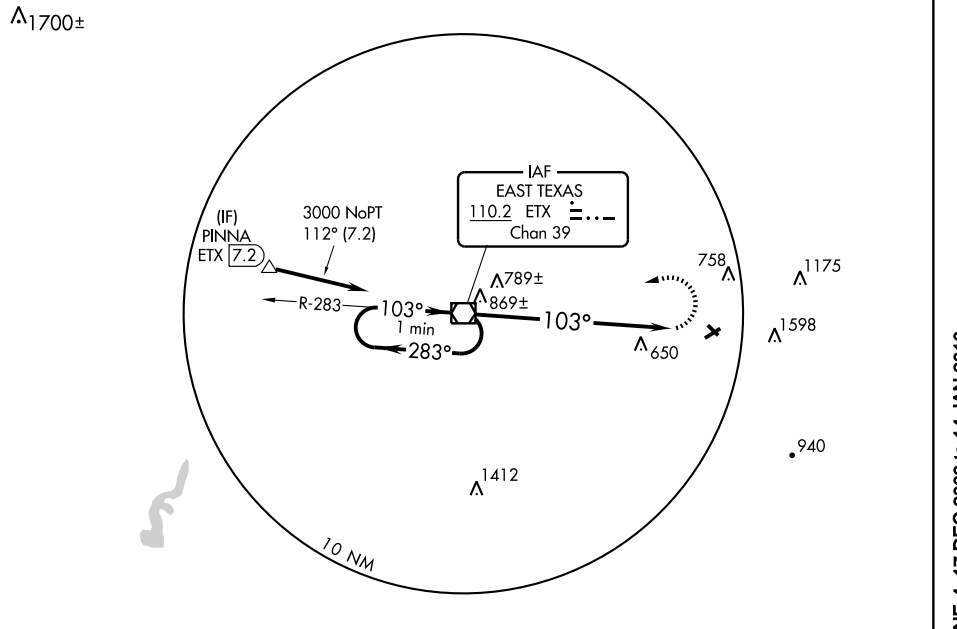


VOR/DME ETX 110.2 Chan 39	APP CRS 103°	Rwy Idg TDZE Apt Elev N/A N/A 399
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Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile.
 Circling NA south of Rwys 7 and 25.

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3 127.875	LEHIGH VALLEY ASOS 126.975	ALLENTOWN APP CON 119.65 397.9	CLNC DEL 118.9	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 7.5 NM					
CIRCLING	1200-1½	801 (900-1½)	1200-2¼ 801 (900-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	7:30	5:00	3:45	3:00	2:30

LOC I-AOO	APP CRS	Rwy Idg	5465
111.1	206°	TDZE	1487
		Apt Elev	1504

▼

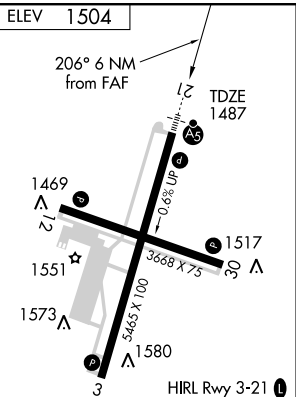
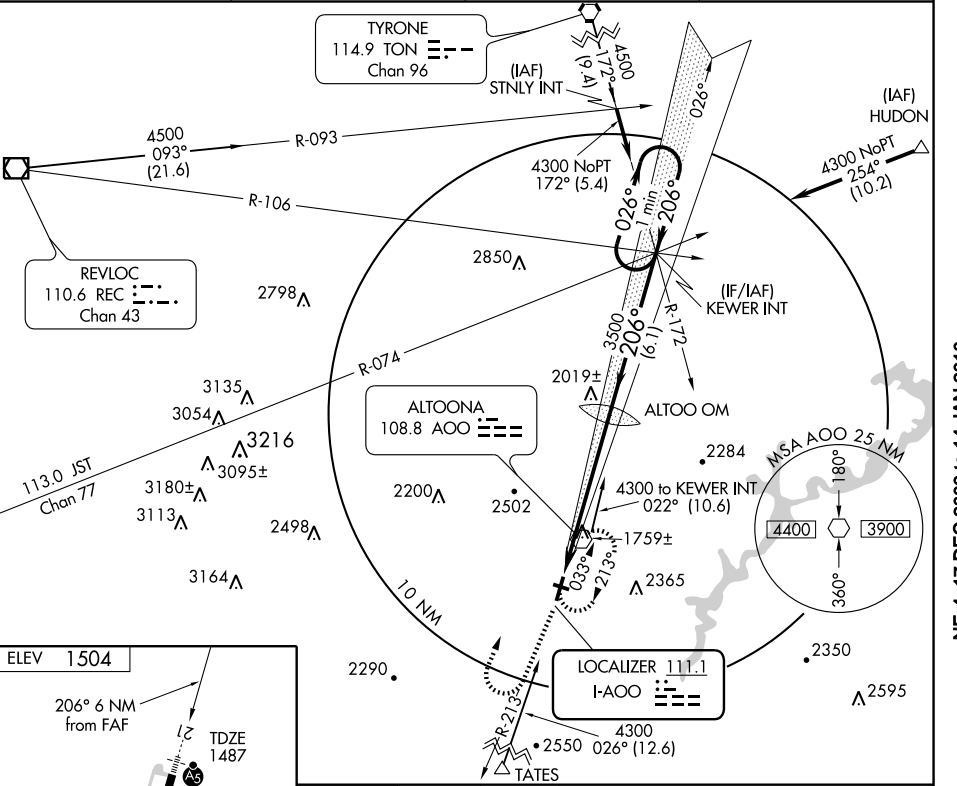
▲

MALSR

MISSED APPROACH:

Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS 127.125	CLEVELAND CENTER 121.2 299.2	ALTOONA RADIO 123.6	CTAF 0 123.6
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ELEV 1504				
206° 6 NM from FAF				
TDZE 1487				
1469				
1551				
1573				
1580				
HIRL Rwy 3-21				
MRL Rwy 12-30				
REIL Rwys 3, 12 and 30				
FAF to MAP 6 NM				
Knots	60	90	120	150 180
Min:Sec	6:00	4:00	3:00	2:24 2:00

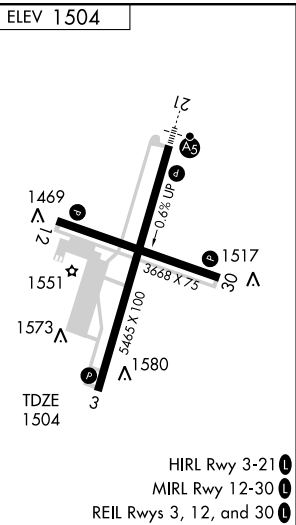
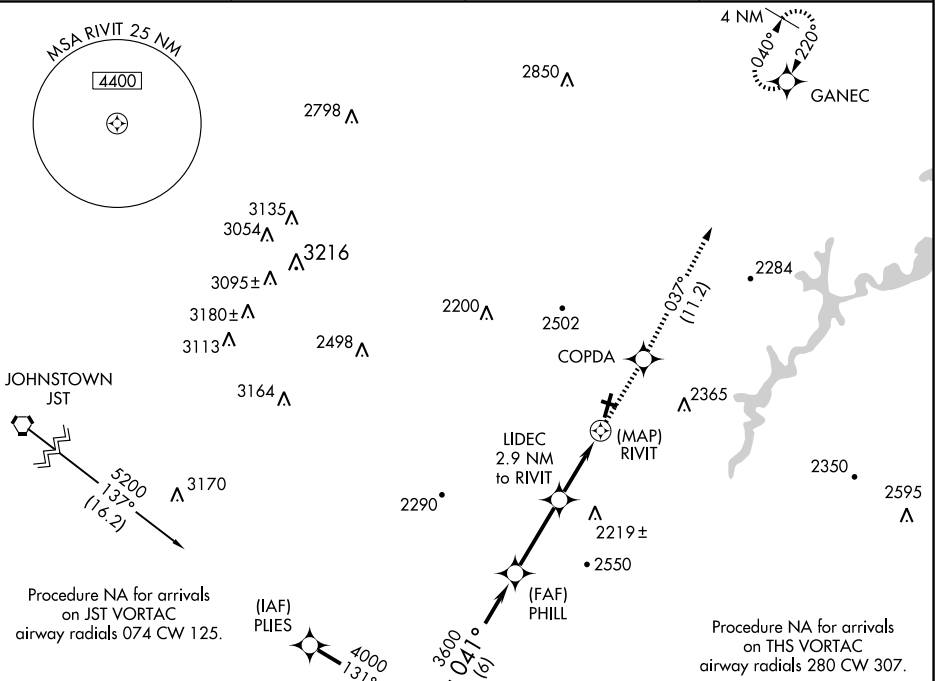
CATEGORY		A	B	C	D
S-ILS 21		1687-½ 200 (200-½)			
S-LOC 21		2020-½ 533 (600-½)		2020-1 533 (600-1)	2020-1¼ 533 (600-1¼)
CIRCLING		2020-1 516 (600-1)	2060-1 556 (600-1)	2060-1½ 556 (600-1½)	2520-3 1016 (1100-3)

NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5465
041°	TDZE	1504
	Apt Elev	1504

RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (A00)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.	
ASOS 127.125	CLEVELAND CENTER 121.2 299.2	ALTOONA RADIO 123.6	CTAF 0 123.6



5000 COPDA 037° track GANEC				
RIVIT LIDEC 2.9 NM to RIVIT PHILL CRYSS				
2620 3600 4000				
Procedure Turn NA				
CATEGORY	A	B	C	D
LNNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)

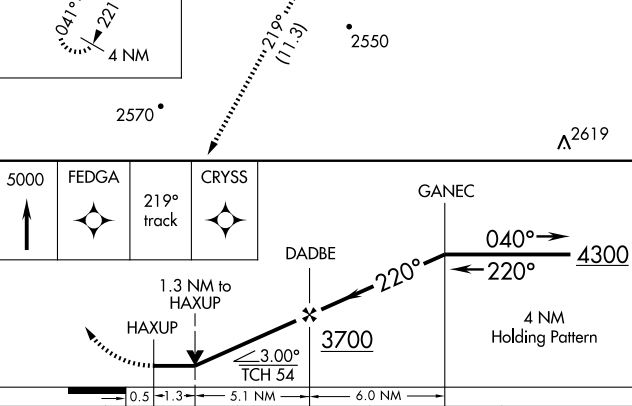
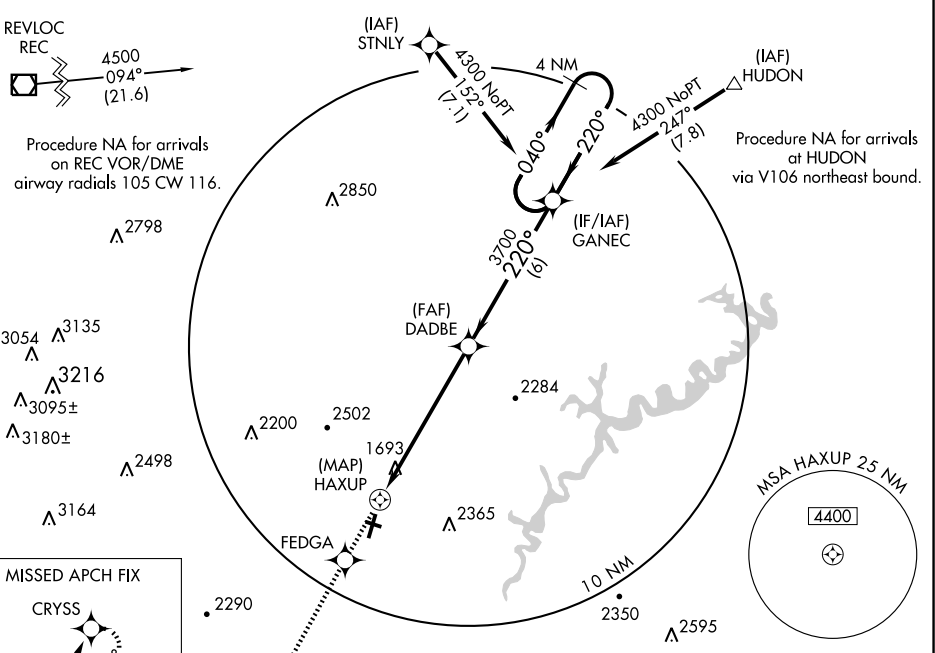
APP CRS	Rwy Idg	5465
220°	TDZE	1487
	Apt Elev	1504

RNAV (GPS) Y RWY 21

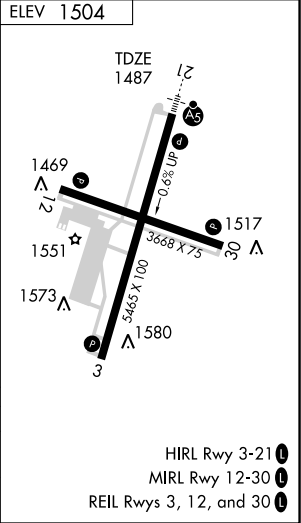
ALTOONA-BLAIR COUNTY (A00)

<p>DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.</p>
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<p>ASOS 127.125</p>	<p>CLEVELAND CENTER 121.2 299.2</p>	<p>ALTOONA RADIO 123.6</p>	<p>CTAF 123.6</p>
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CATEGORY	A	B	C	D
LNAV MDA	2080-¾ 593 (600-¾)	2080-1 593 (600-1)	2080-1½ 593 (600-1½)	2080-2 593 (600-2)
CIRCLING	2080-1 576 (600-1)	2080-1½ 576 (600-1½)	2620-3 1116 (1200-3)	



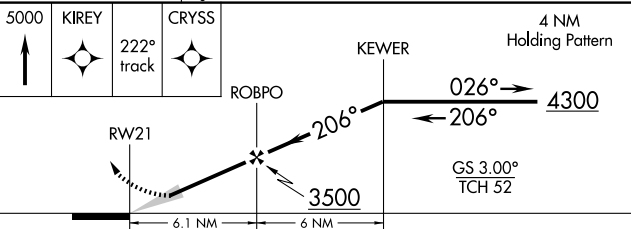
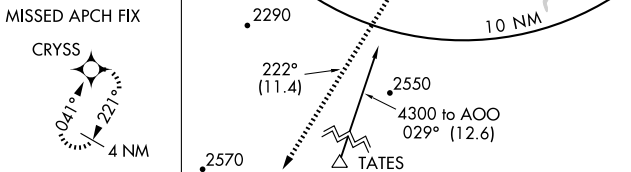
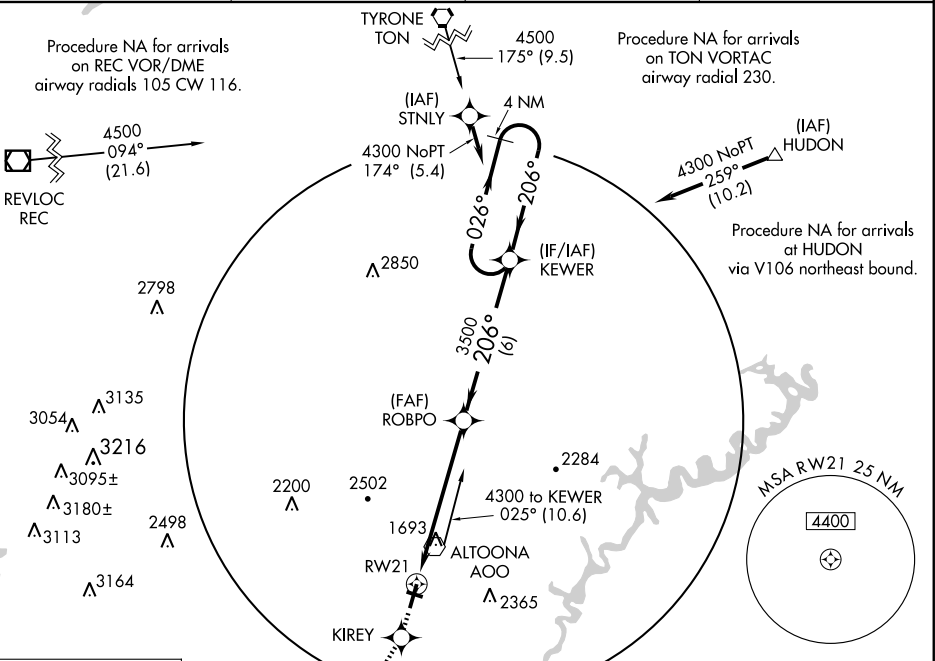
WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5465 1487 1504
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RNAV (GPS) Z RWY 21

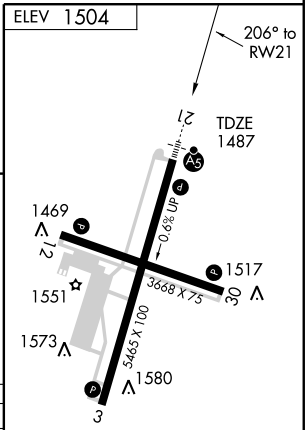
ALTOONA-BLAIR COUNTY (A00)

DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1½ mile.	MALSR	MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.
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ASOS 127.125	CLEVELAND CENTER 121.2 299.2	ALTOONA RADIO 123.6	CTAF 123.6
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CATEGORY	A	B	C	D
LPV DA	1800-¾ 313 (400-¾)			
LNAP/VNAV DA	NA			
LNAP MDA	NA			



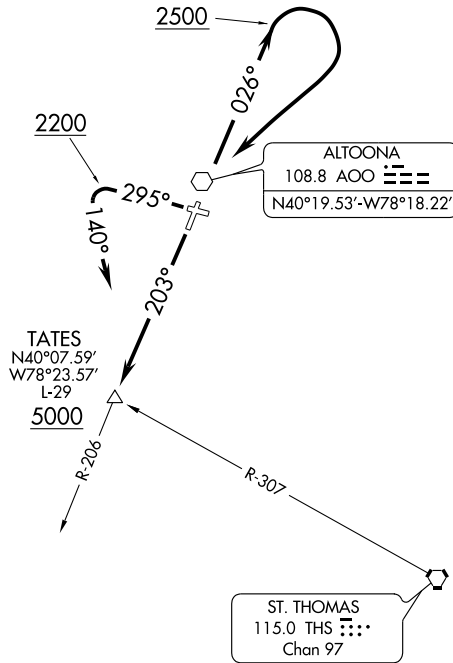
HIRL Rwy 3-21

MIRL Rwy 12-30

REIL Rws 3, 12, and 30

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6

TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD.

Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.

Rwy 30, STANDARD with the following minimum climb requirements: Obstacle
climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:

- Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
- Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then
climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....

TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....

TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn
heading 140° to intercept AOO R-206 to TATES INT....

...Cross TATES INT at or above 5000. Then via (assigned route).

VOR AOO	APP CRS	Rwy Idg	N/A
108.8	213°	TDZE	N/A
		Apt Elev	1504

VOR-A

ALTOONA-BLAIR COUNTY (A00)

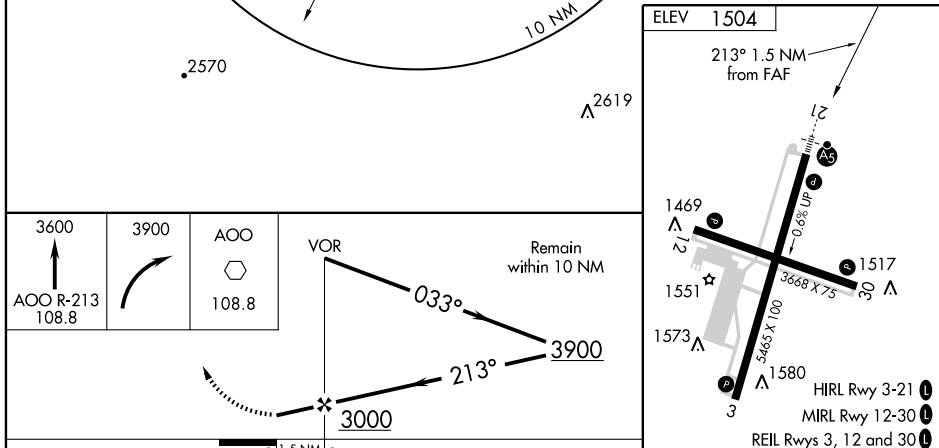
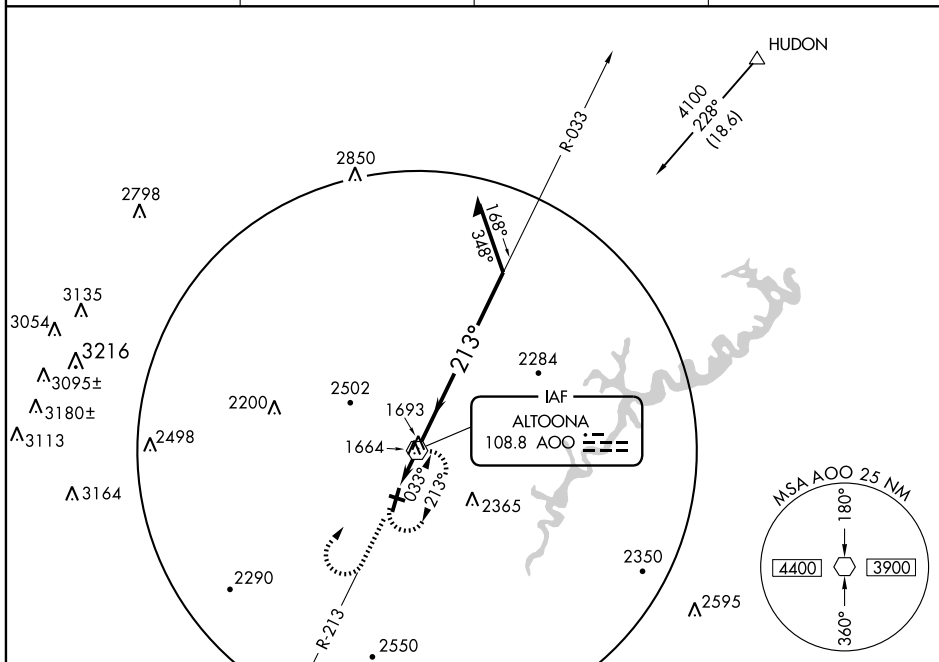


MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

ASOS
127.125

CLEVELAND CENTER
121.2 299.2

ALTOONA RADIO
123.6

CTAF **L**
123.6

CATEGORY	A	B	C	D	FAF to MAP 1.5 NM					
CIRCLING	2420-1¼	916 (1000-1¼)	2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)	Knots	60	90	120	150	180
					Min:Sec	1:30	1:00	0:45	0:36	0:30

WILT THREE DEPARTURE

CLEVELAND CENTER

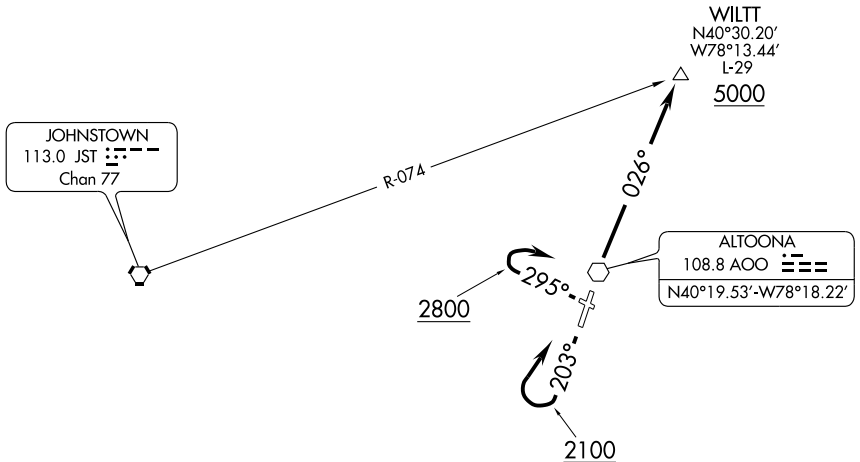
121.2 299.2

CTAF 123.0

ASOS 127.125

ALTOONA RADIO

123.6

TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).

Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.

Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:

Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.

Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.

Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.

Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

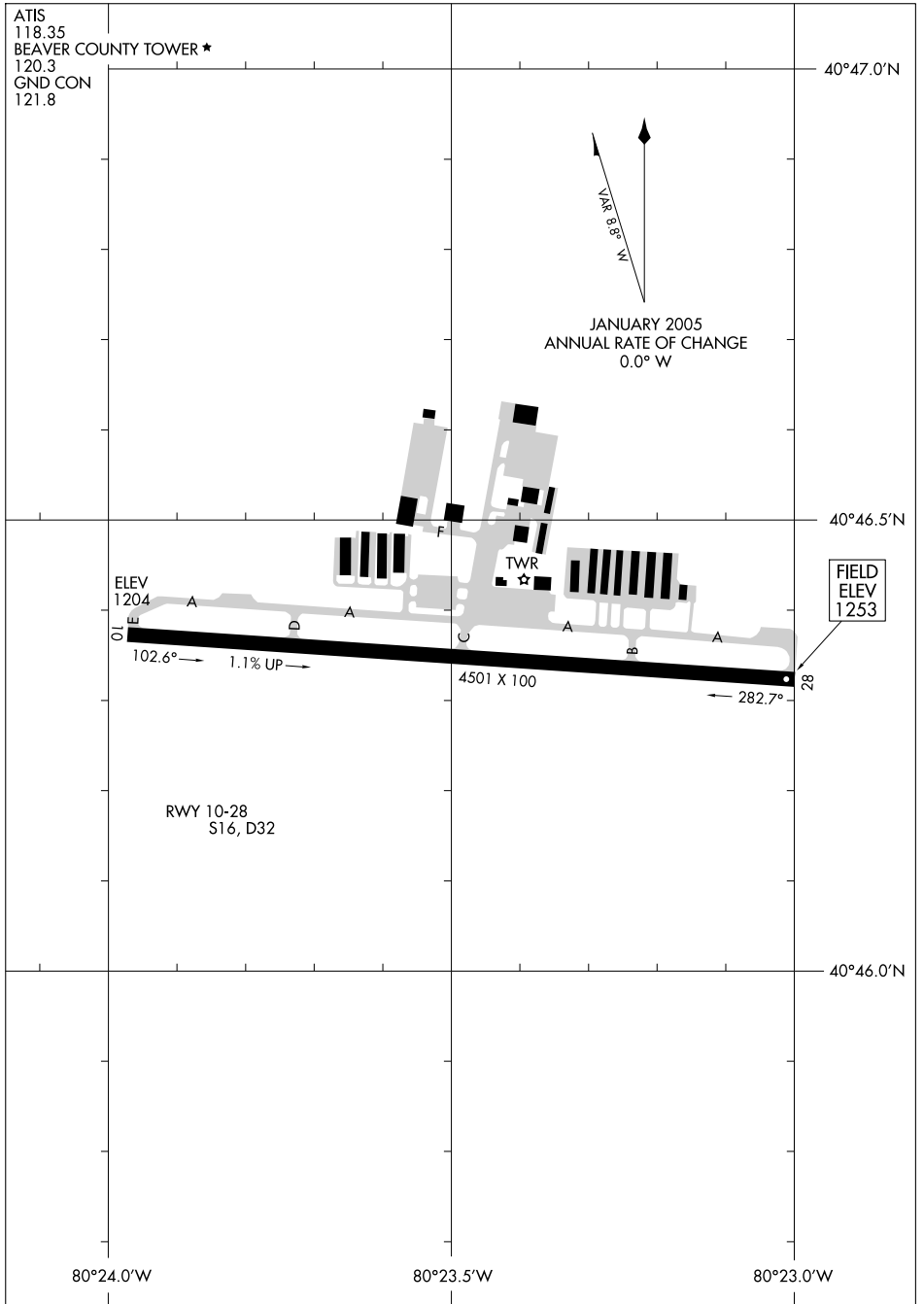
TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILT INT....TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....

....Cross WILT INT at or above 5000. Then via (assigned route).

AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY(BVI)
BEAVER FALLS, PENNSYLVANIA



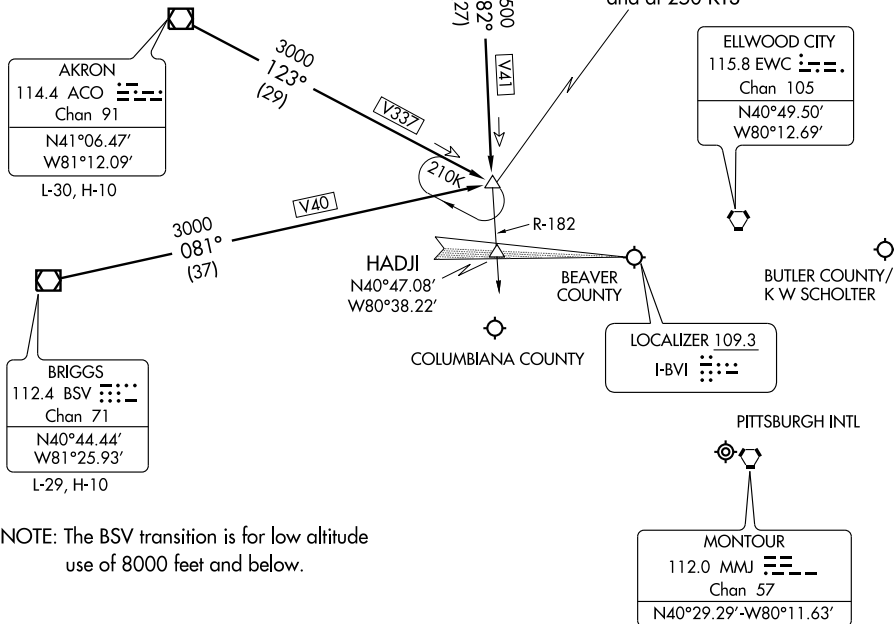
NE-4, 17 DEC 2009 to 14 JAN 2010

PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude
use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123
to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081
to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via

YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

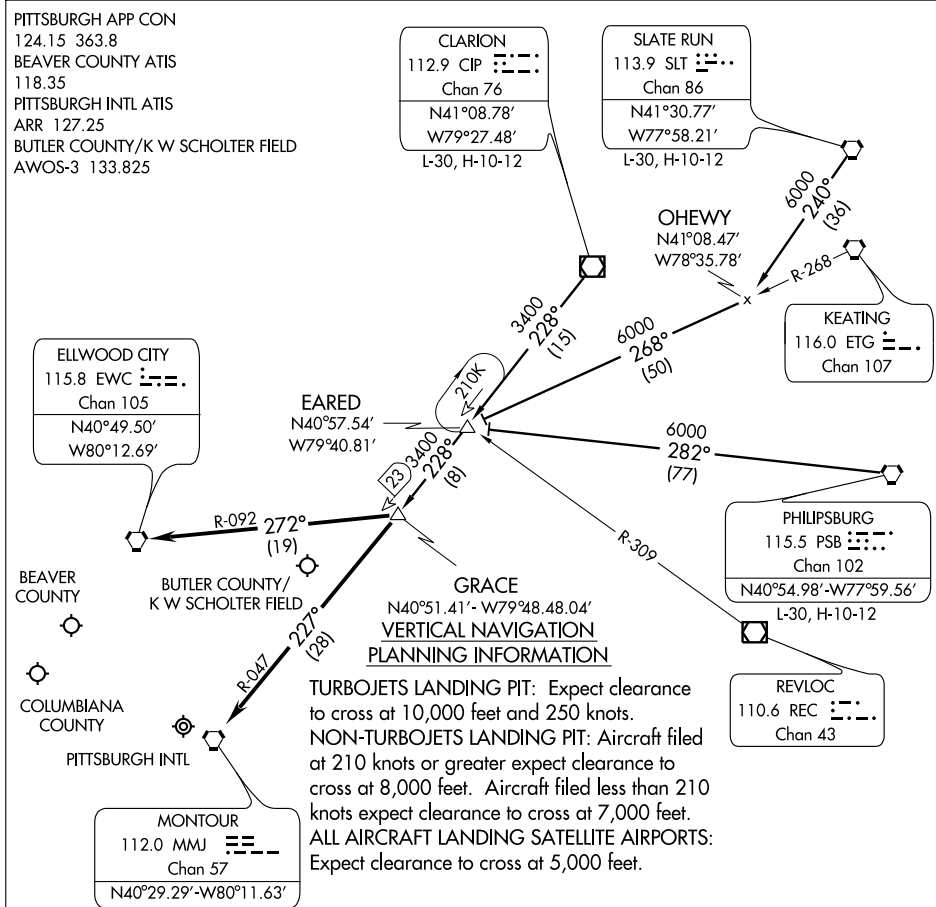
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

LOC I-BVI 109.3	APP CRS 101°	Rwy Idg TDZE Apt Elev	4501 1238 1253
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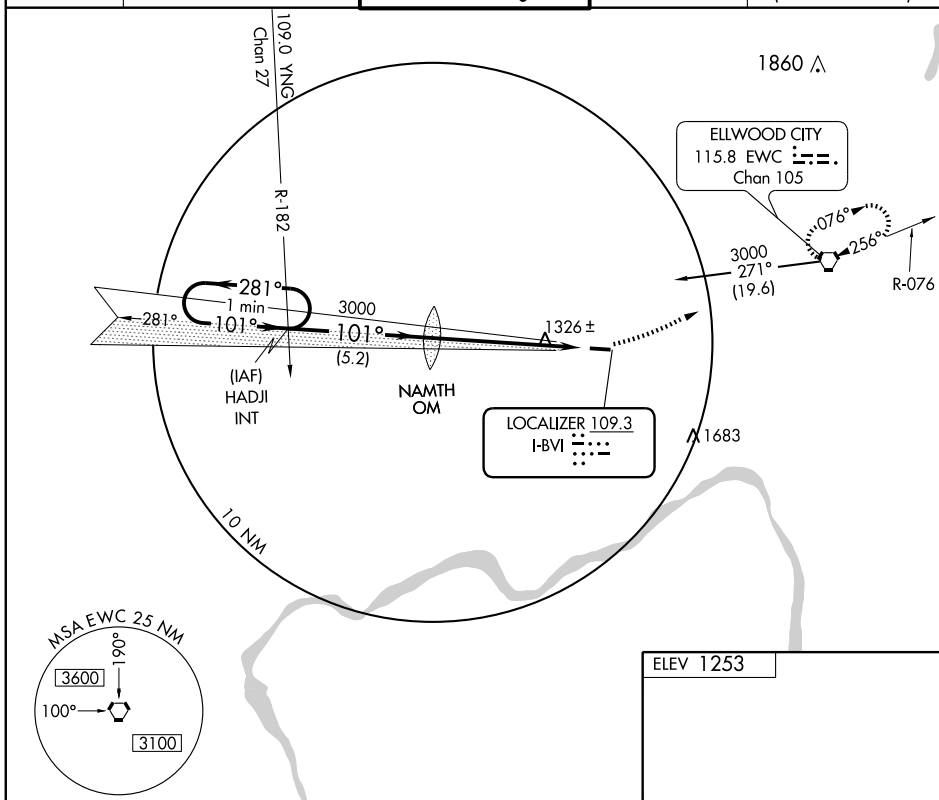
LOC RWY 10

BEAVER FALLS/BEAVER COUNTY (BVI)

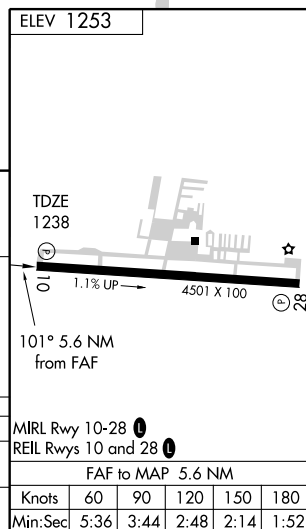
▽ When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

MISSSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

ATIS 118.35	PITTSBURGH APP CON 124.75 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0	GND CON 121.8	CLNC DEL 124.85 (when tower closed)
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-10	1580-1 342 (400-1)			1580-1 ¼ 342 (400-1 ¼)
CIRCLING	1720-1 467 (500-1)		1720-1 ½ 467 (500-1 ½)	1820-2 567 (600-2)



VORTAC EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

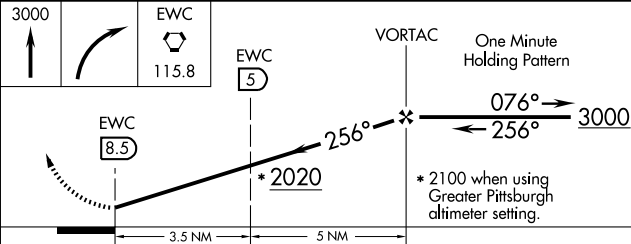
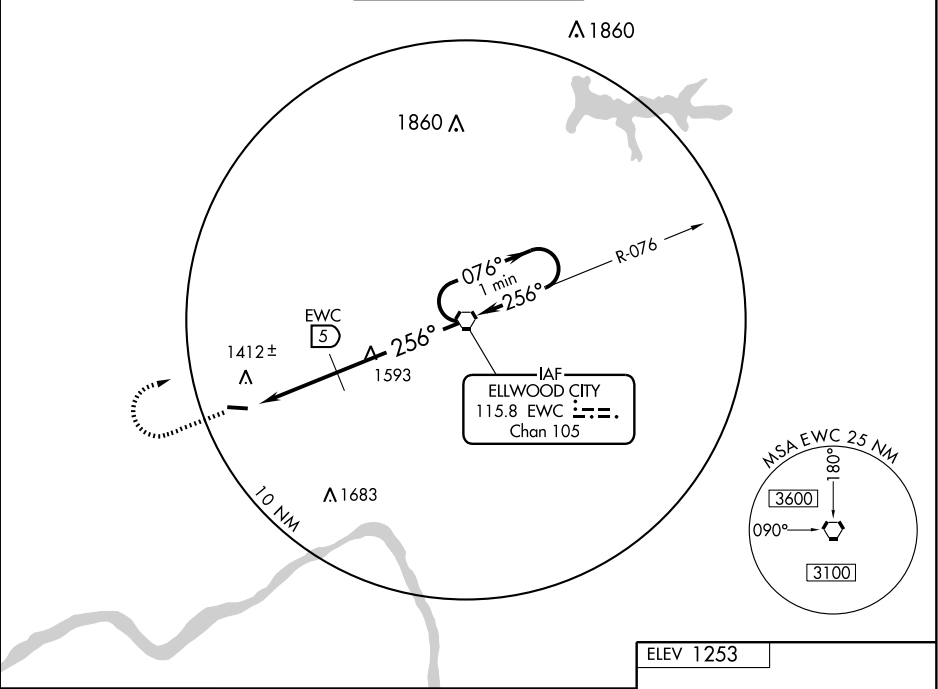
VOR or GPS RWY 28
BEAVER FALLS /BEAVER COUNTY (BVI)

▼ When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

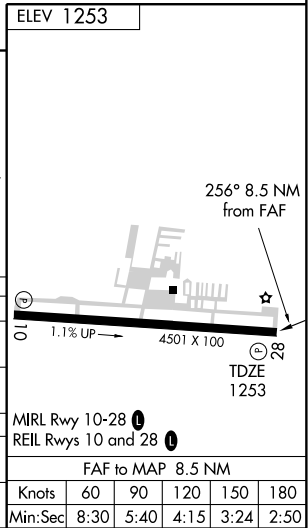
▲ NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) 0	121.8	124.85 (when tower closed)



CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1 ¼ 767 (800-1 ¼)	2020-2 ¼ 767 (800-2 ¼)	2020-2 ½ 767 (800-2 ½)
CIRCLING	2020-1 767 (800-1)	2020-1 ¼ 767 (800-1 ¼)	2020-2 ¼ 767 (800-2 ¼)	2020-2 ½ 767 (800-2 ½)
DME MINIMUMS				
S-28	1680-1	427 (500-1)	1680-1 ¼ 427 (500-1 ¼)	1680-1 ½ 427 (500-1 ½)
CIRCLING	1720-1	467 (500-1)	1720-1 ½ 467 (500-1 ½)	1820-2 567 (600-2)



APP CRS

137°

Rwy Idg

5005

TDZE

1163

Apt Elev

1163

RNAV (GPS) RWY 14

BEDFORD COUNTY (H1MZ)

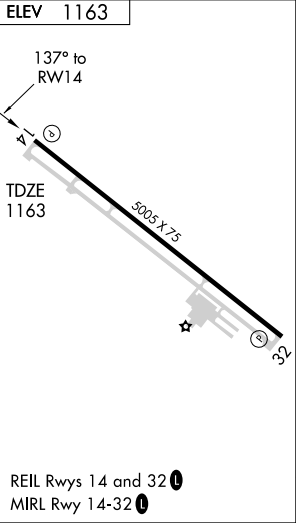
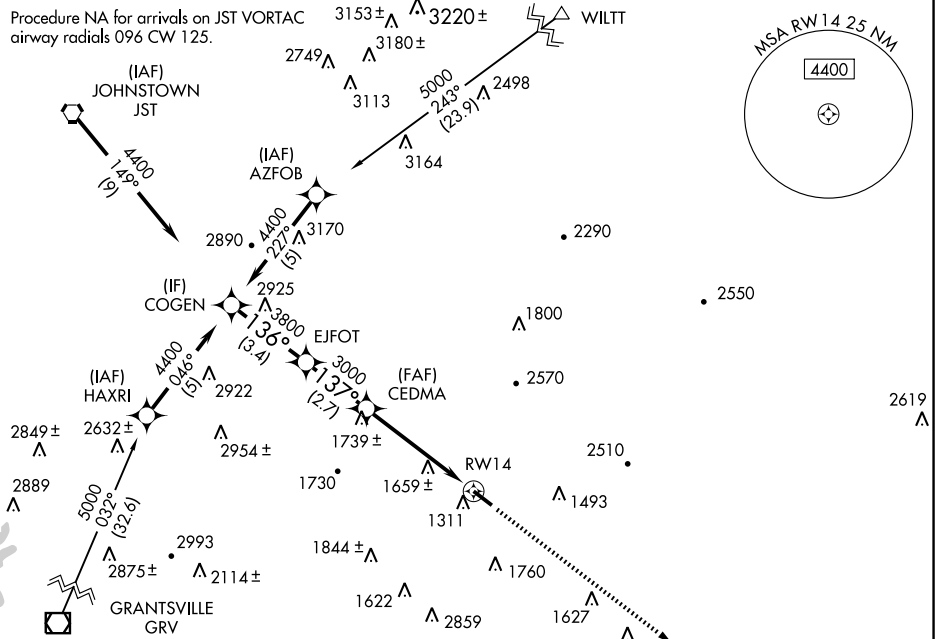
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats C and D ½ mile and Circling Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3 123.675	CLEVELAND CENTER 124.4 327.1	UNICOM 122.7 (CTAF) 0
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<p>COGEN</p> <p>EJFOT</p> <p>CEDMA</p> <p>4400</p> <p>3800</p> <p>3000</p> <p>136°</p> <p>137°</p> <p>3.4 NM</p> <p>2.7 NM</p> <p>4.9 NM</p> <p>3.48</p> <p>50</p> <p>RW14</p> <p>VGSi and descent angles not coincident.</p> <p>5000</p> <p>ASUTE</p>				
Procedure Turn	NA			
CATEGORY	A	B	C	D
LNAV MDA	1940-1 777 (800-1)	1940-1 ¼ 777 (800-1 ¼)	1940-2 ¼ 777 (800-2 ¼)	1940-2 ½ 777 (800-2 ½)
CIRCLING	1940-1 777 (800-1)	1960-1 ¼ 797 (800-1 ¼)	1960-2 ¼ 797 (800-2 ¼)	2120-3 957 (1000-3)

APP CRS	Rwy Idg	5005
317°	TDZE	1161
	Apt Elev	1163

RNAV (GPS) RWY 32

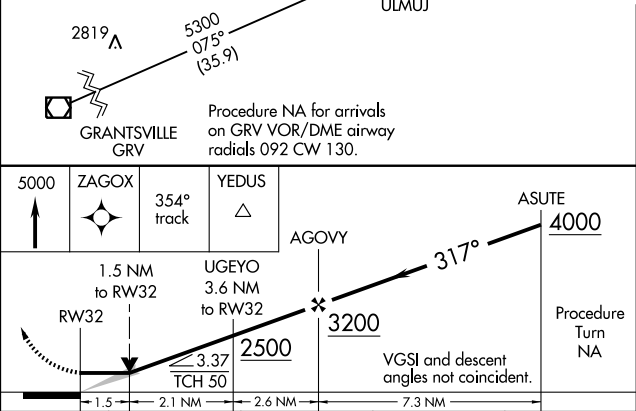
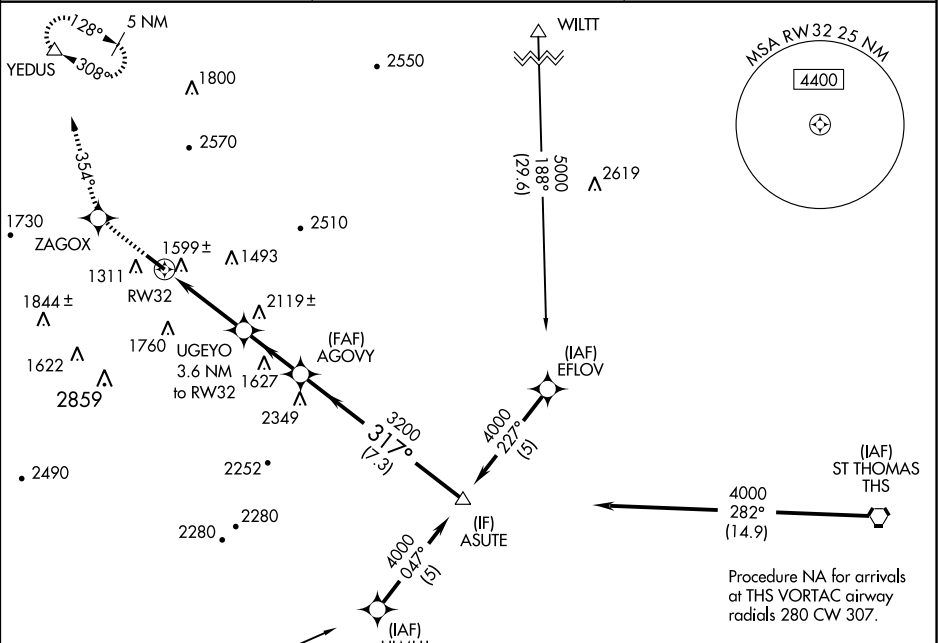
BEDFORD COUNTY (H1MZ)

▼ DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats B/C/D ¼ mile and Circling Cat C ½ mile.

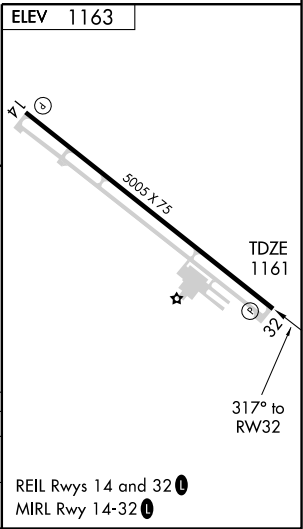
▲ NA

MISSED APPROACH: Climb to 5000 direct ZAGOX and via 354° track to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3 123.675	CLEVELAND CENTER 124.4 327.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1860-1	699 (700-1)	1860-2	1860-2 ¼
			699 (700-2)	699 (700-2 ¼)
CIRCLING	1900-1	1960-1 ¼	1960-2 ¼	2120-3
	737 (800-1)	797 (800-1 ¼)	797 (800-2 ¼)	957 (1000-3)



REIL Rwy 14 and 32 0
MIRL Rwy 14-32 0

VORTAC THS 115.0 Chan 97	APP CRS 296°	Rwy Idg TDZE Apt Elev	N/A N/A 1163
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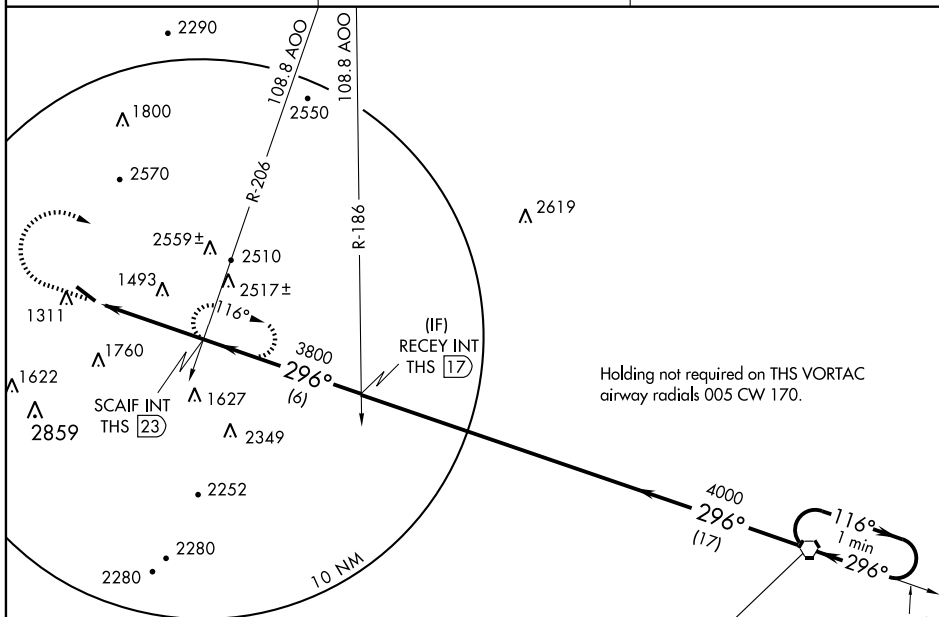
VOR-A
BEDFORD COUNTY (HMZ)

T When local altimeter setting not received, use Altoona
A NA altimeter setting and increase MDA 100 feet.

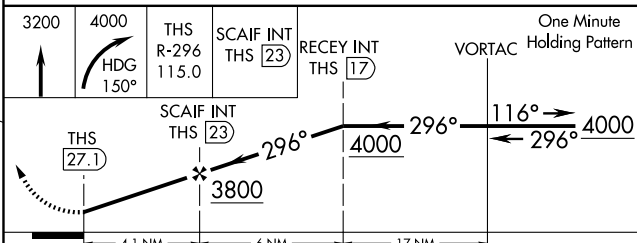
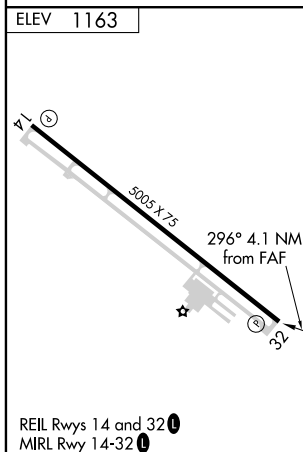
MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/23 DME and hold.

AWOS-3
123.675

CLEVELAND CENTER
124.4 327.1

UNICOM
122.7 (CTAF) **L**

ELEV	1163
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NE-4. 17 DEC 2009 to 14 JAN 2010

VORTAC PSB 115.5 Chan 102	APP CRS 113°	Rwy Idg TDZE Apt Elev 1080	N/A N/A
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VOR or GPS-A
BELLEFONTE (N96)

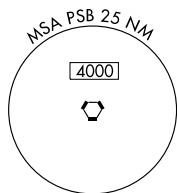
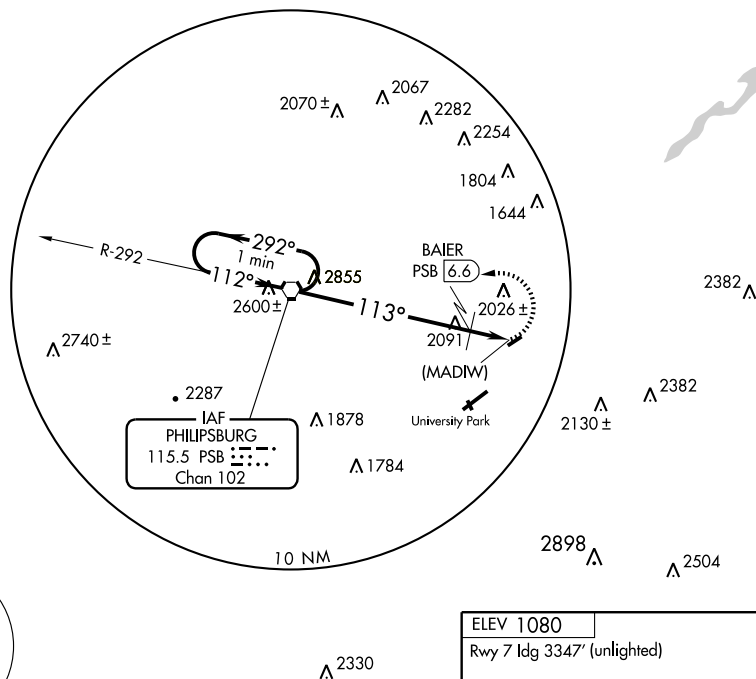
T	Use University Park altimeter setting;
A NA	when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 4000
direct PSB VORTAC and hold.

NEW YORK CENTER
134.8 338.3

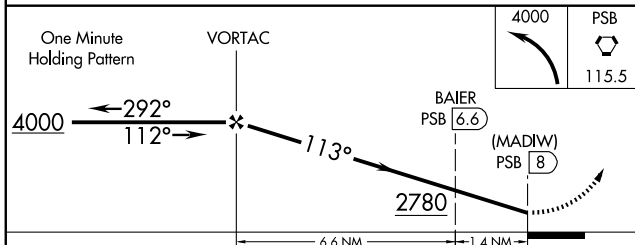
UN|COM
122.8 (CTAF)

122.7 L



One Minute Holding Pattern

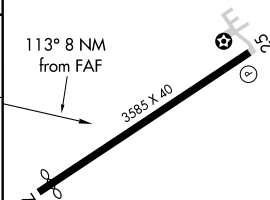
VORTAC



CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1700 (1700-1¼)	2780-1½ 1700 (1700-1½)	NA	
DME MINIMUMS				
CIRCLING	2200-1¼ 1120 (1200-1¼)	2240-1½ 1160 (1200-1½)	NA	

ELEV 1080
Rwy 7 Idg 3347' (unlighted)

Rwy 7 Idg 3347' (unlighted)

LIRL Rwy 7-25 **L**

FAF to MAP 8 NM

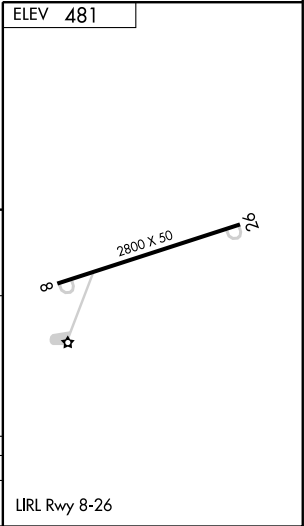
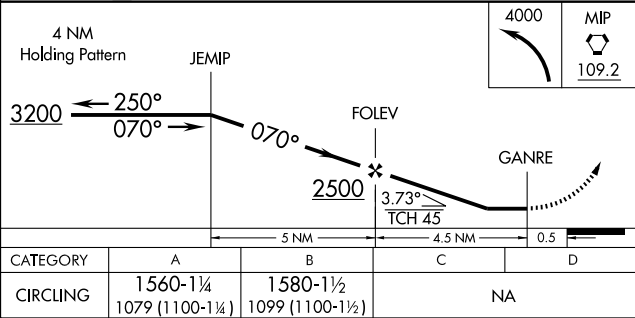
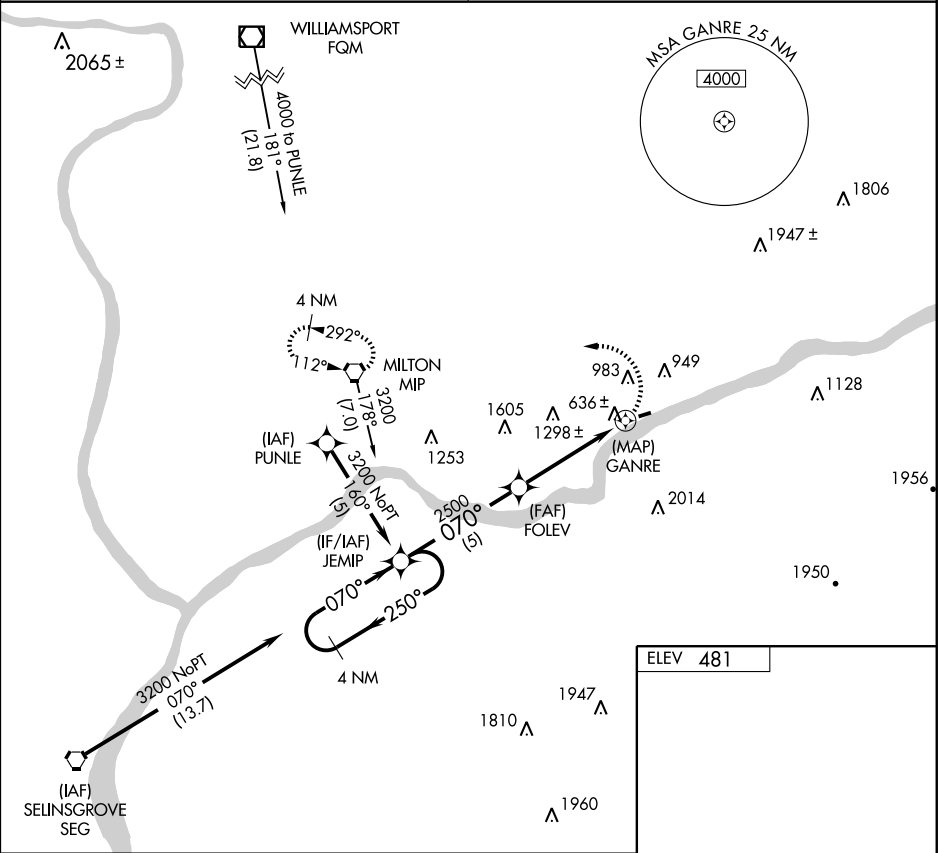
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	481

<div>▼ NA</div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Williamsport altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.
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WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF)
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▼

▲ NA

Use Williamsport altimeter setting.

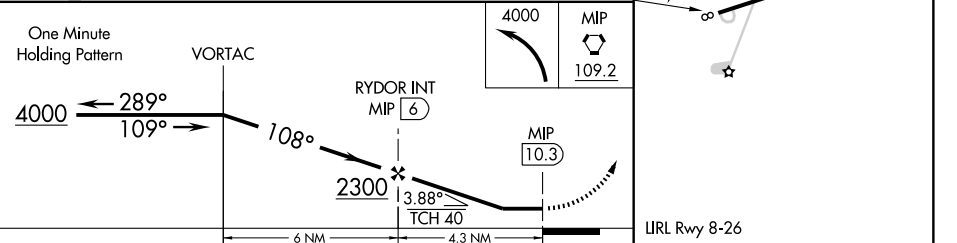
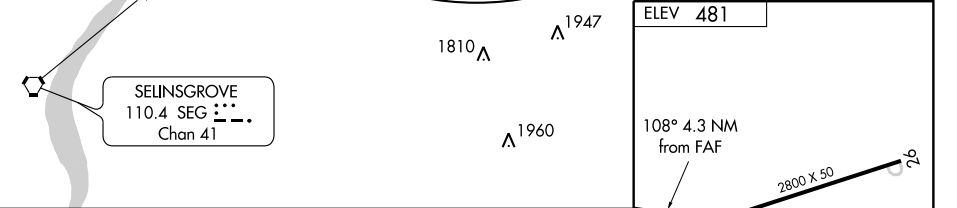
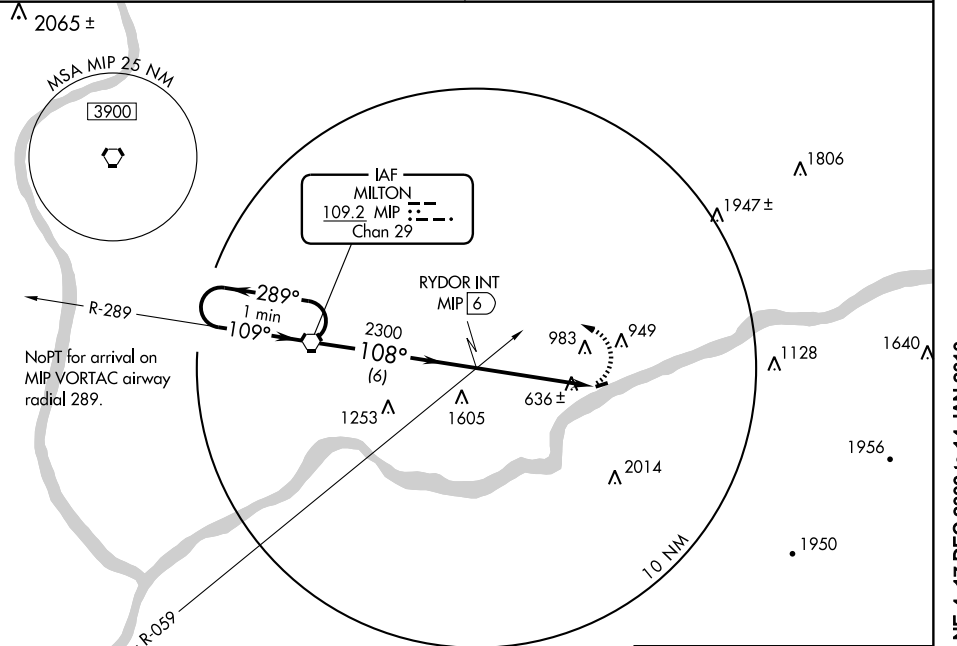
MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON

126.3 256.7

UNICOM

122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	1940-1¼	1940-1½	NA		Knots	60	90	120	150	180
	1459 (1500-1¼)	1459 (1500-1½)			Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC I-BFD
108.3

APP CRS
322°

Rwy Idg	6309
TDZE	2120
Apt Elev	2143

ILS RWY 32
BRADFORD RGNL (BFD)

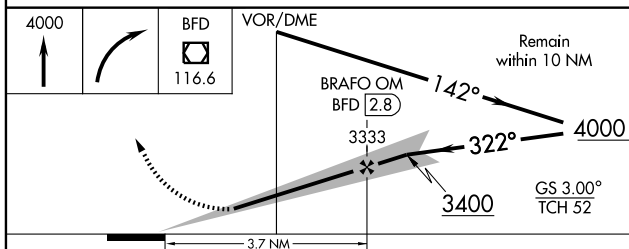
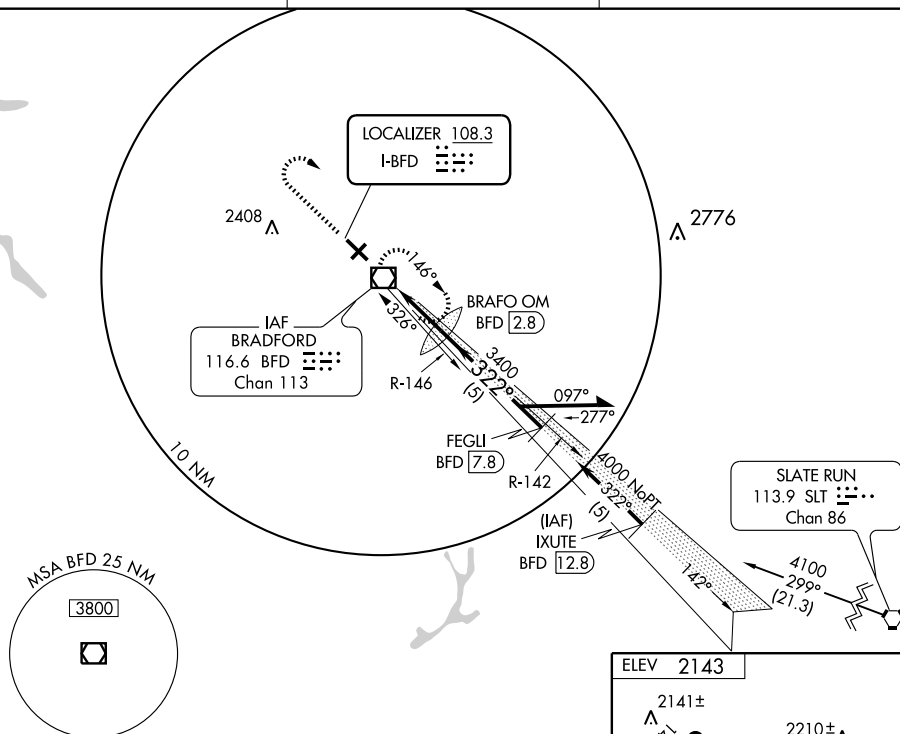
T For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.



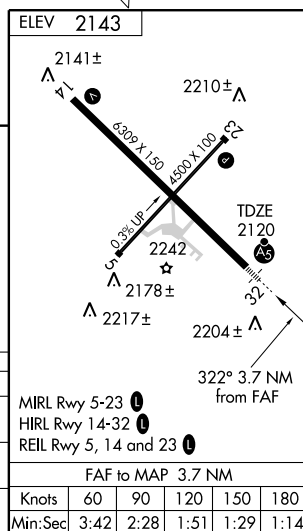
MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

ASOS
133,825

CLEVELAND CENTER
124.325 353.85

UNICOM
123.075 (CTAF) **L**

CATEGORY	A	B	C	D
S-ILS 32	2320-1½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460-¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)	2620-1½ 477 (500-1½)		2700-2 557 (600-2)

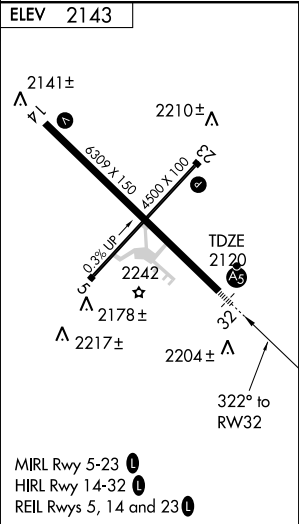
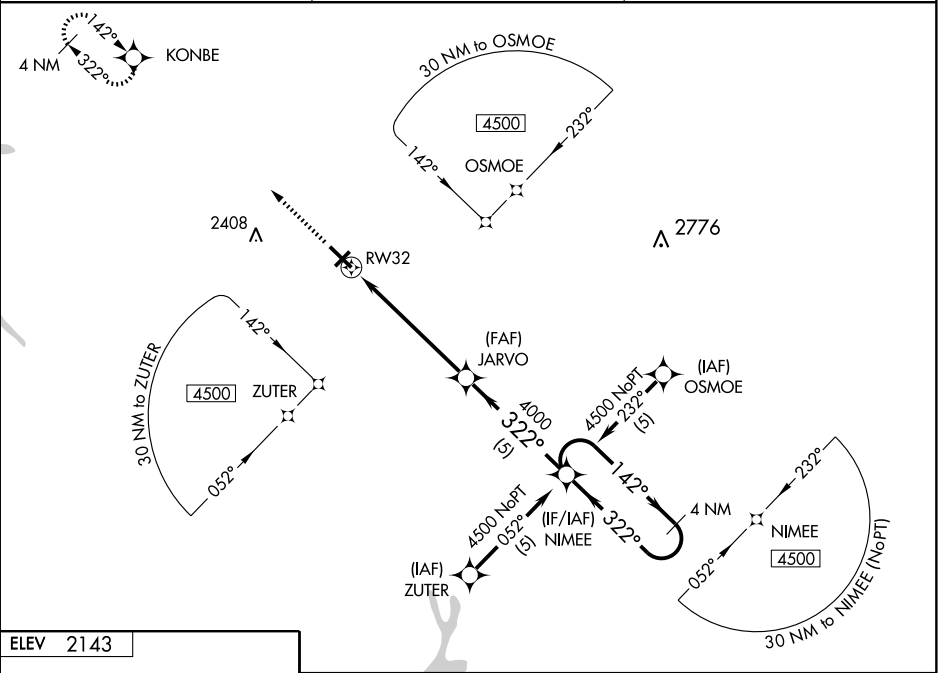




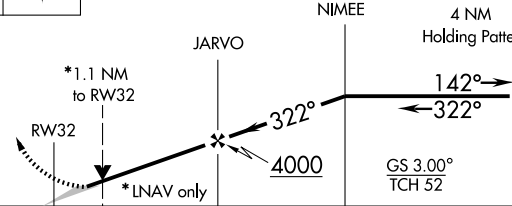
APP CRS 322°	Rwy Idg TDZE Apt Elev	6309 2120 2143
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RNAV (GPS) RWY 32
BRADFORD RGNL (BFD)

▼ ▲ NA W	BARO-VNAV NA below -19°C (-2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.	MALSR A5	MISSED APPROACH: Climb to 4500 direct KONBE WP and hold.
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ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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4500	KONBE				
					
					
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/ VNAV DA	2460-¾ 340 (400-¾)				
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)	
CIRCLING	2620-1¼ 477 (500-1¼)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)	

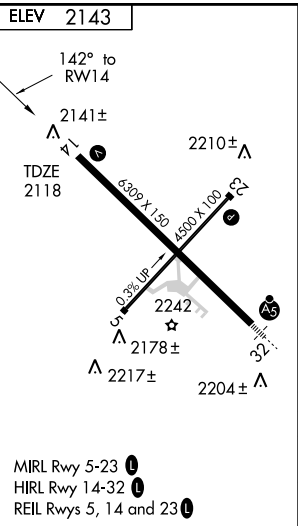
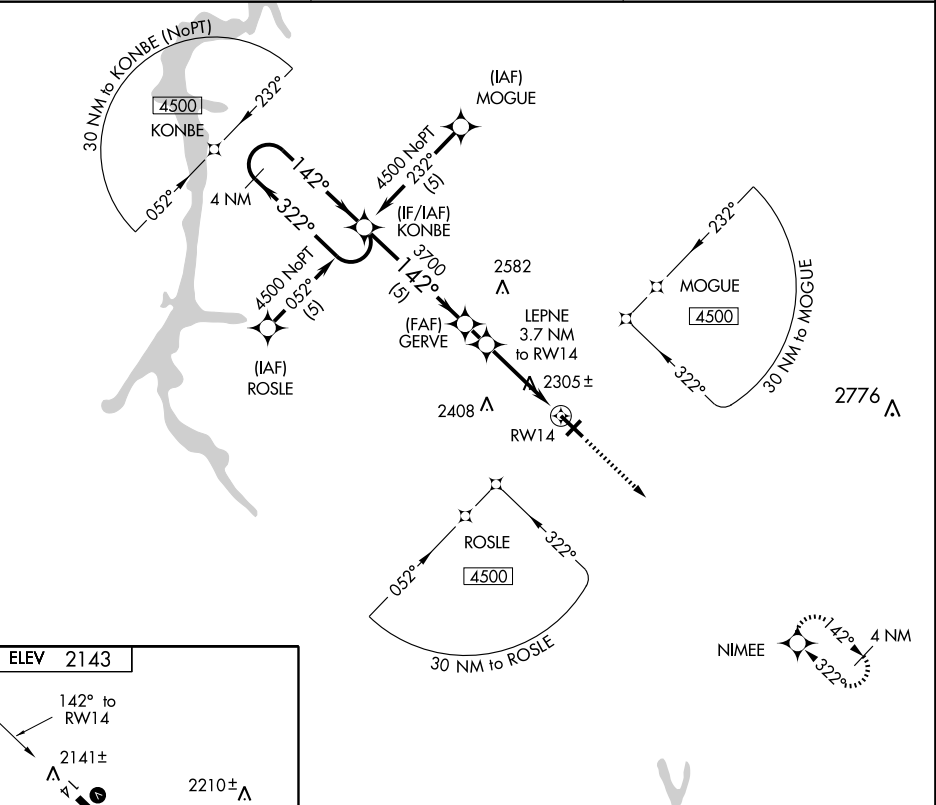
APP CRS	Rwy Idg	6309
142°	TDZE	2118
	Apt Elev	2143

RNAV (GPS) Y RWY 14

BRADFORD RGNL (BFD)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.
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ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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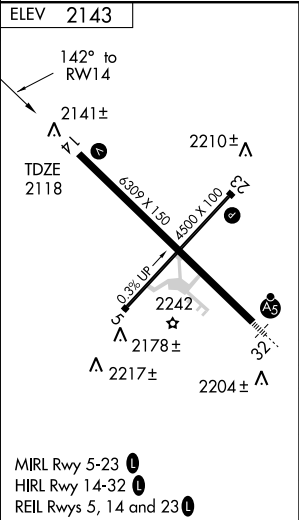
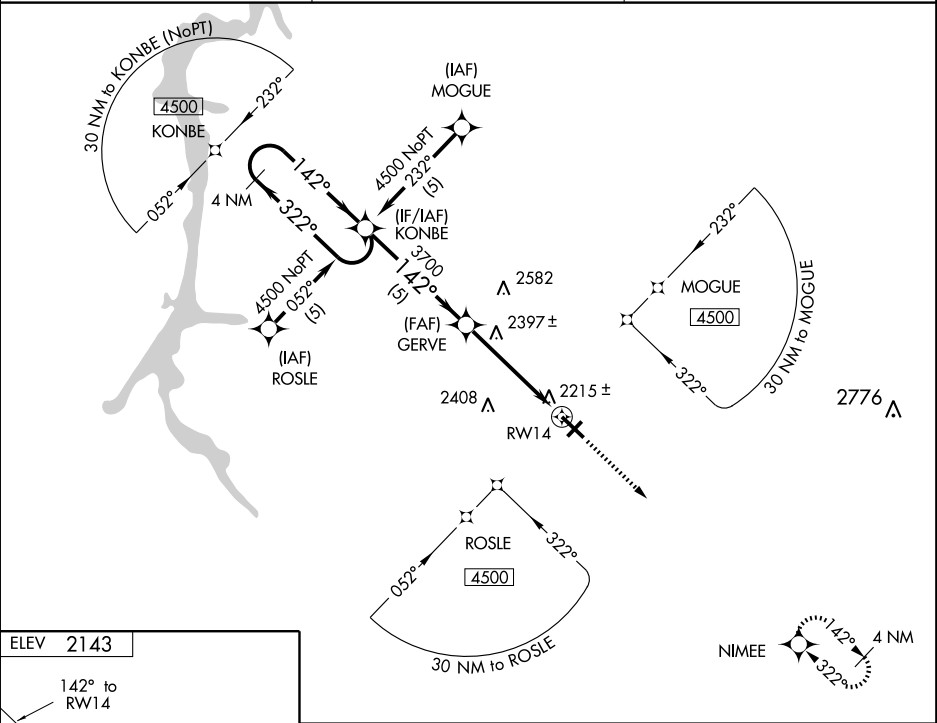
<div><div>4 NM Holding Pattern</div><div>KONBE</div><div>GERVE</div><div>LEPNE 3.7 NM to RW14</div><div>RW14</div></div> <div><div>4500</div><div>322°</div><div>142°</div><div>142°</div><div>3700</div><div>3.04°</div><div>TCH 55</div><div>3320</div></div> <div><div>4500</div><div>NIMEE</div></div>					<div>5 NM</div> <div>1.1 NM</div> <div>3.7</div>				
CATEGORY	A		B		C	D			
LNAV MDA	2560-1		442 (500-1)		2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)			
CIRCLING	2620-1		477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)			

APP CRS 142°	Rwy Idg TDZE Apt Elev	6309 2118 2143
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RNAV (GPS) Z RWY 14
BRADFORD RGNL (BFD)

NA W	BARO-VNAV NA below -19°C (-2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.
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ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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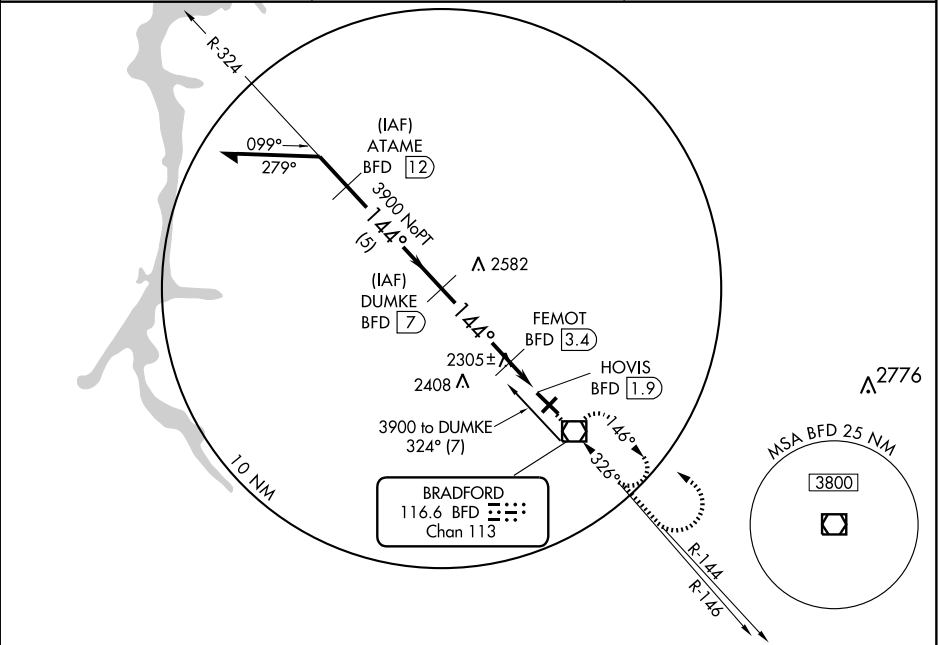
<div>4 NM Holding Pattern</div> <div>KONBE</div> <div>4500 ← 322° 142° →</div> <div>GS 3.00° TCH 55</div>				<div>GERVE</div> <div>3700</div>		<div>4500 ↑</div> <div>NIMEE</div>	
				142°		RW14	
				5 NM		4.8 NM	
CATEGORY	A		B		C		D
GLS PA DA	NA						
LNAV/ VNAV DA	2480-1¼ 362 (400-1¼)						
LNAV MDA	2660-1 542 (600-1)		2660-1½ 542 (600-1½)		2660-1¾ 542 (600-1¾)		
CIRCLING	2660-1¼ 517 (600-1¼)		2660-1½ 517 (600-1½)		2700-2 557 (600-2)		

VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

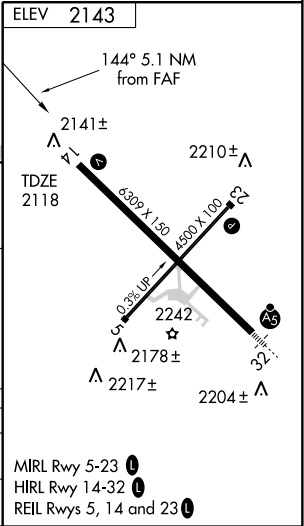
VOR/DME RWY 14
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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Remain within 10 NM		DUMKE BFD 7	BFD 116.6	3900 BFD R-144	BFD
4000		324°	144°	3900	
VGSI and descent angles not coincident.		3.24°	3.24°	2660	
TCH 55		3.6 NM	1.5		
CATEGORY	A	B	C	D	
S-14	2560-1	442 (500-1)	2560-1½ 442 (500-1½)	2560-1½ 442 (500-1½)	
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)	



MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rws 5, 14 and 23

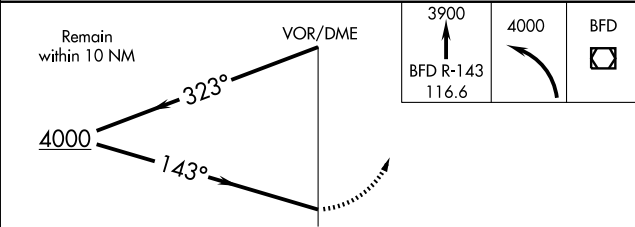
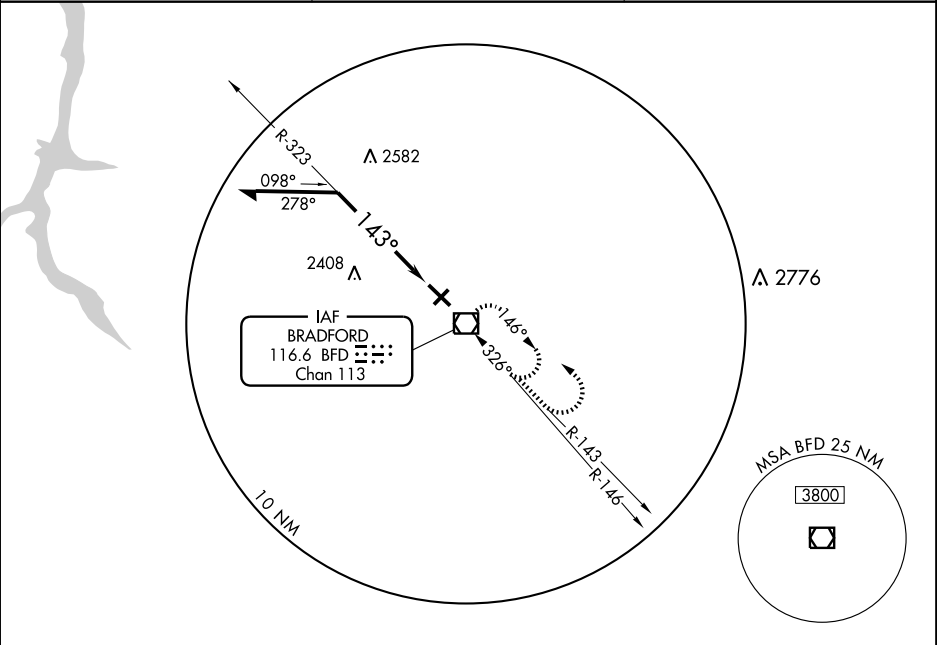
VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	143°	TDZE	2118
Chan 113		Apt Elev	2143

VOR RWY 14
BRADFORD RGNL (BFD)

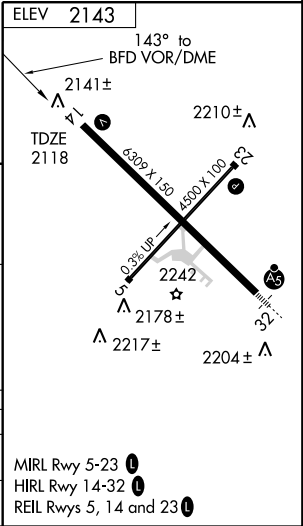


MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	2940-1 822 (800-1)	2940-1¼ 822 (800-1¼)	2940-2½ 822 (800-2½)	2940-2¾ 822 (800-2¾)
CIRCLING	2940-1 797 (800-1)	2940-1¼ 797 (800-1¼)	2940-2½ 797 (800-2½)	2940-2¾ 797 (800-2¾)

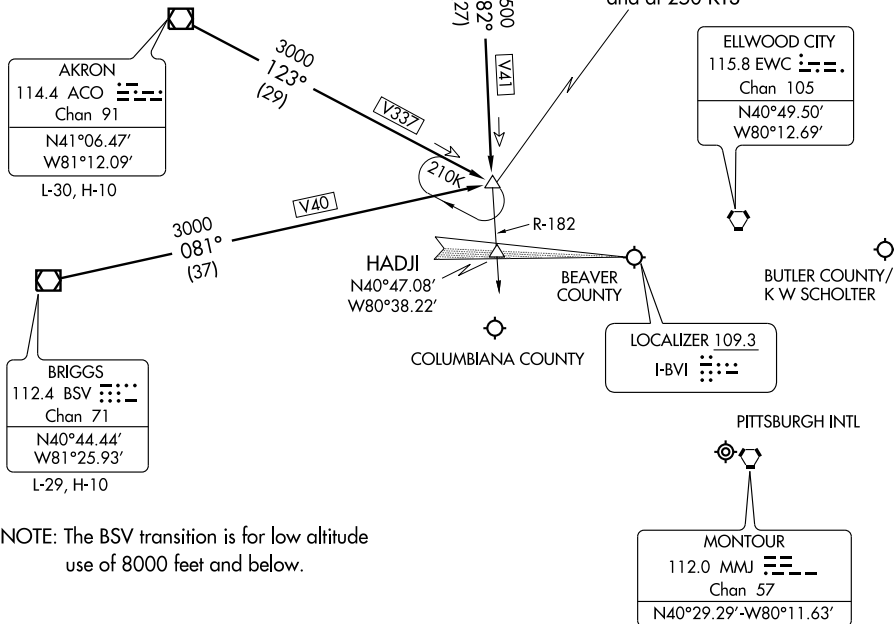


PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

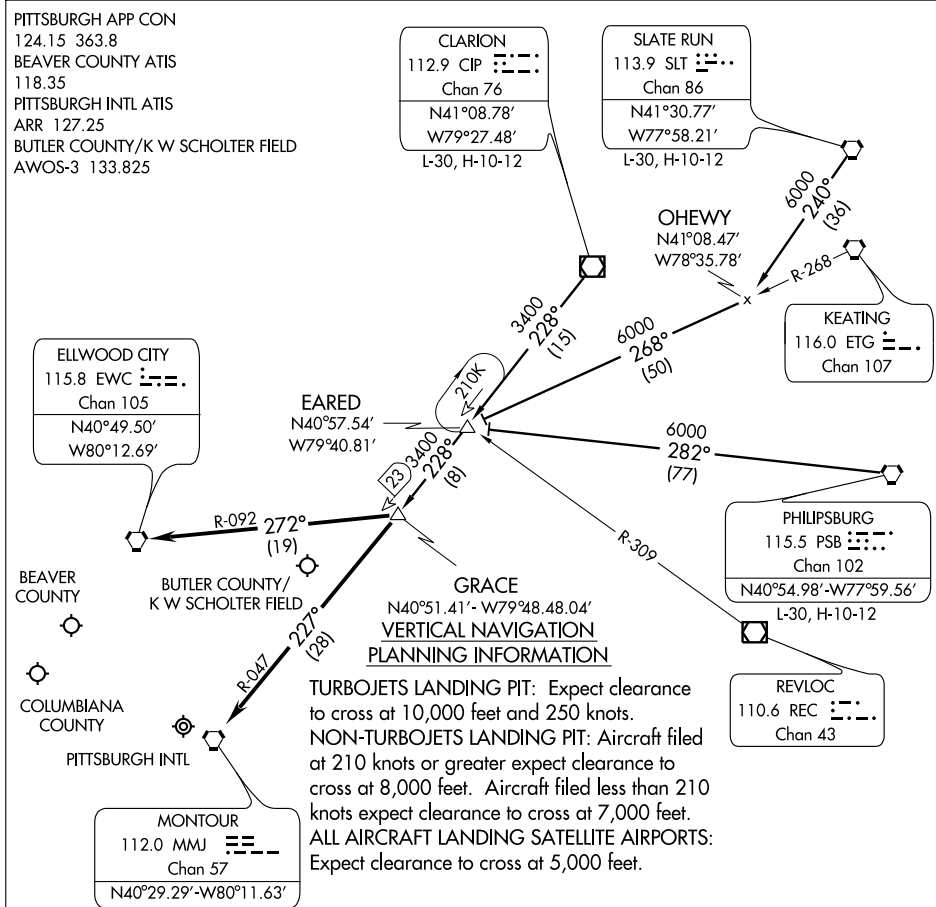
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

HAYNZ ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NOTE: DME/DME/IRU or GPS

required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: For non-GPS aircraft;

PSB transition: EWC

DME must be operational.

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

PHILIPSBURG
PSB

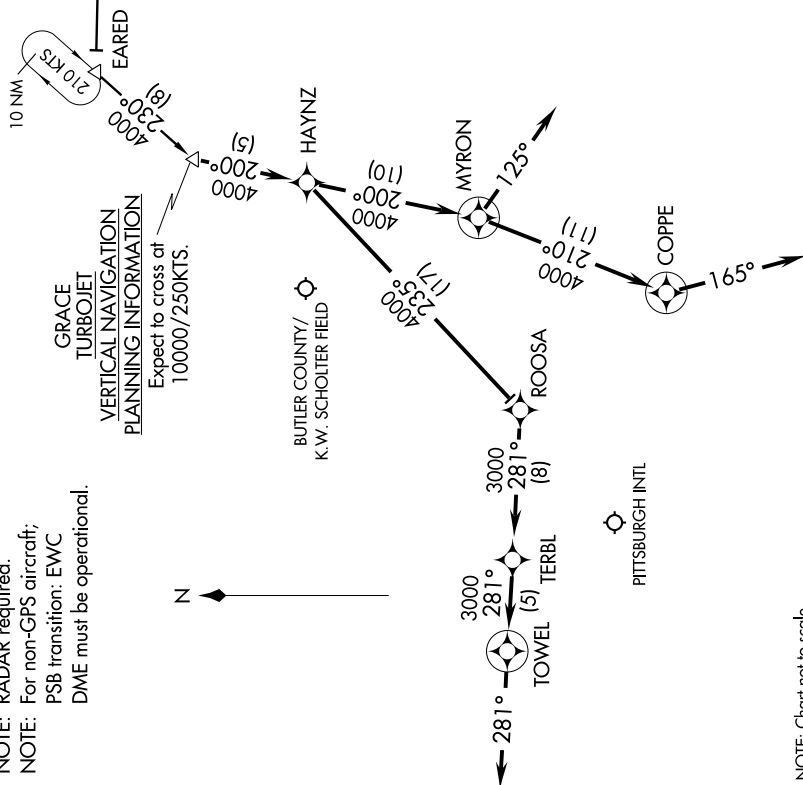
PHILIPSBURG TRANSITION (PSB.HAYNZ1)

From over GRACE via 200° track to HAYNZ,
thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.



NOTE: Chart not to scale

NE-4. 17 DEC 2009 to 14 JAN 2010

LOC I-BTP
111.5

APP CRS
080°

Rwy Idg	4801
TDZE	1246
Apt Elev	1248

ILS or LOC RWY 8
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

ILS or LOC RWY 8

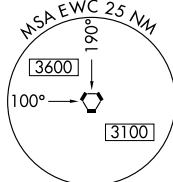
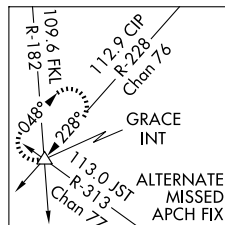
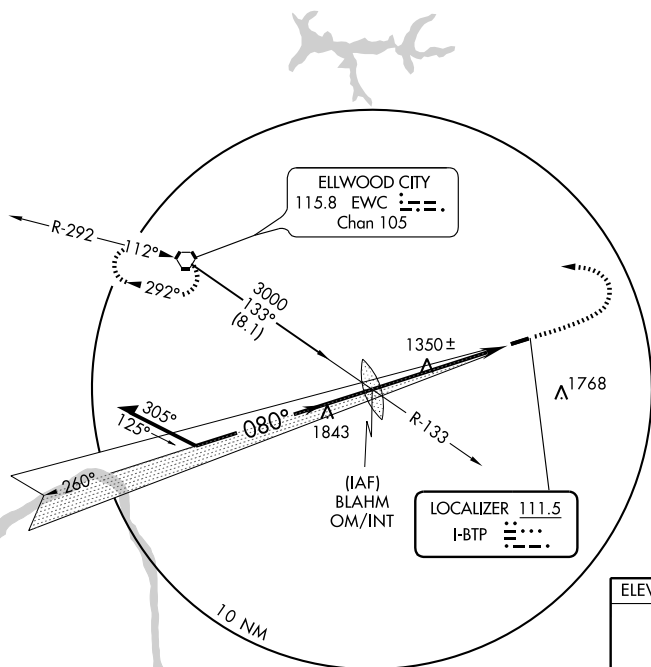
MALSF



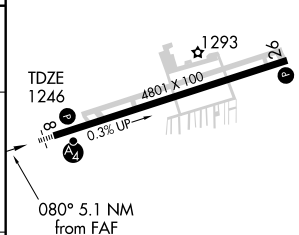
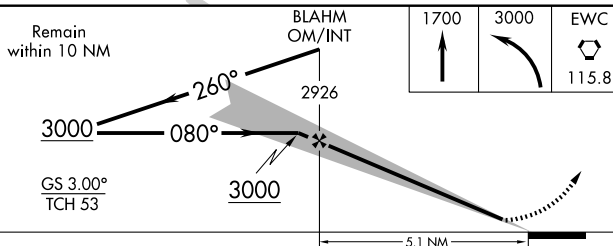
MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3
133.825

PITTSBURGH APP CON
124.75 338.2

CLNC DEL
128.7UNICOM
122.8 (CTAF) **L**

ELEV 1248



CATEGORY	A	B	C	D
S-ILS 8	1496-1	250 (300-1)		
S-LOC 8	1600-1	354 (400-1)		1600-1¼ 354 (400-1¼)
CIRCLING	1820-1	572 (600-1)	1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26					
HIRL Rwy 8-26 L					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

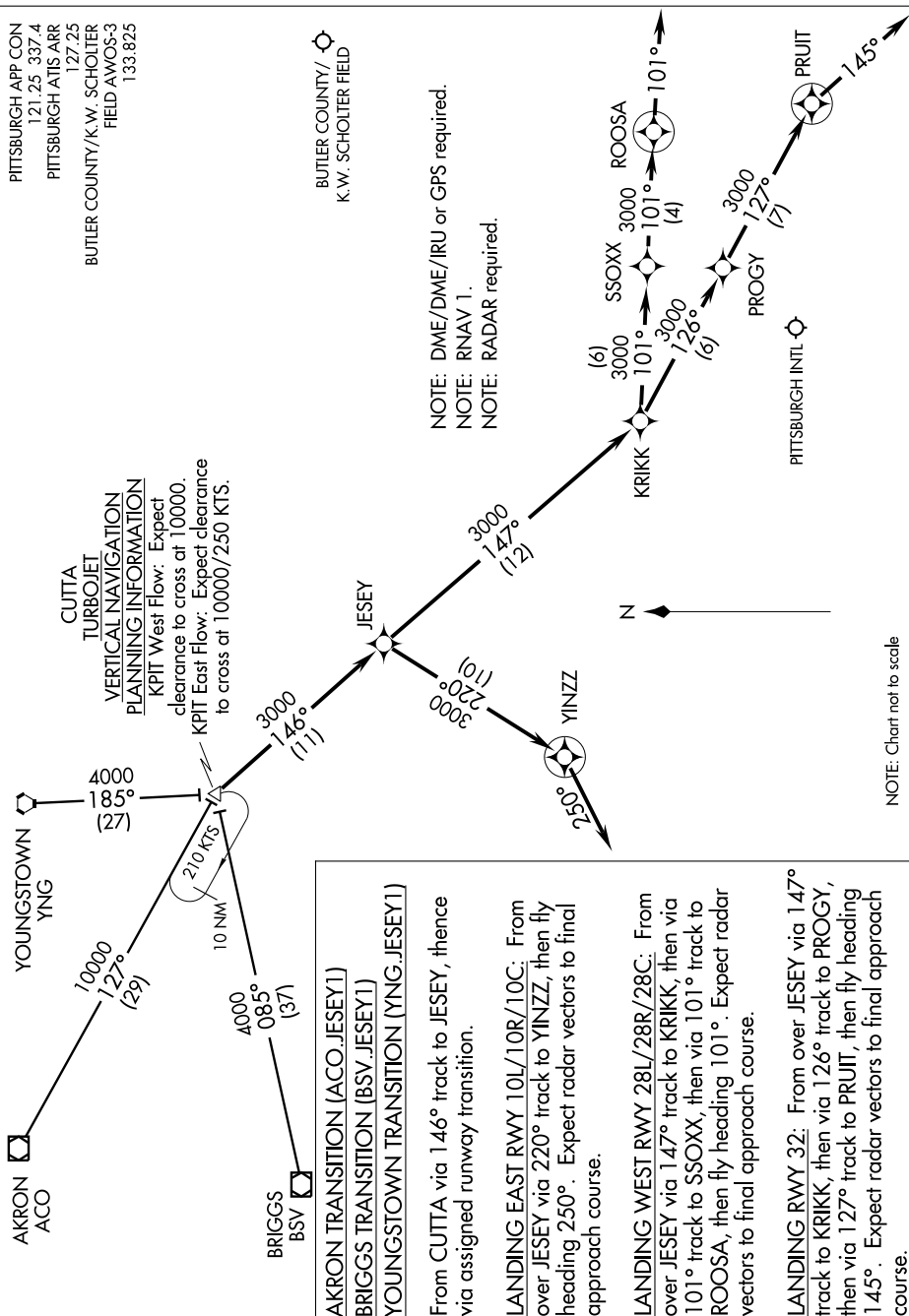
JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

BUTLER COUNTY/
K.W. SCHOLTER FIELD

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.



WAAS CH 56502 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev 1248
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RNAV (GPS) RWY 8

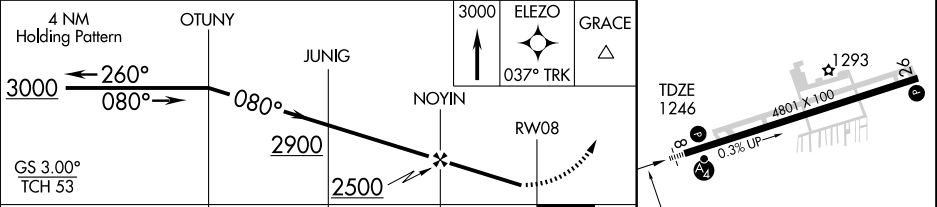
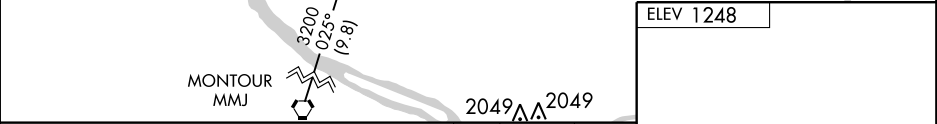
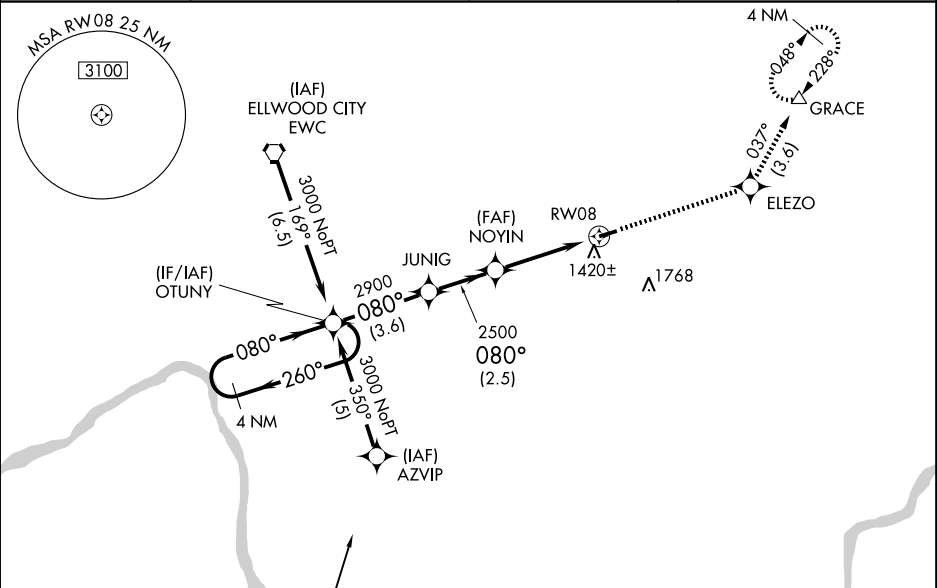
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3 133.825	PITTSBURGH APP CON 124.75 338.2	CLNC DEL 128.7	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
LPV DA	1547-1		301 (400-1)	
LNAV/VNAV DA	1643-1½		397 (400-1½)	
LNAV MDA	1680-1	434 (500-1)	1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1	572 (600-1)	1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 **L**

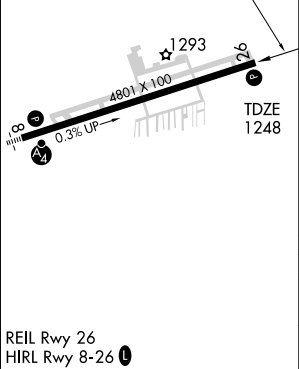
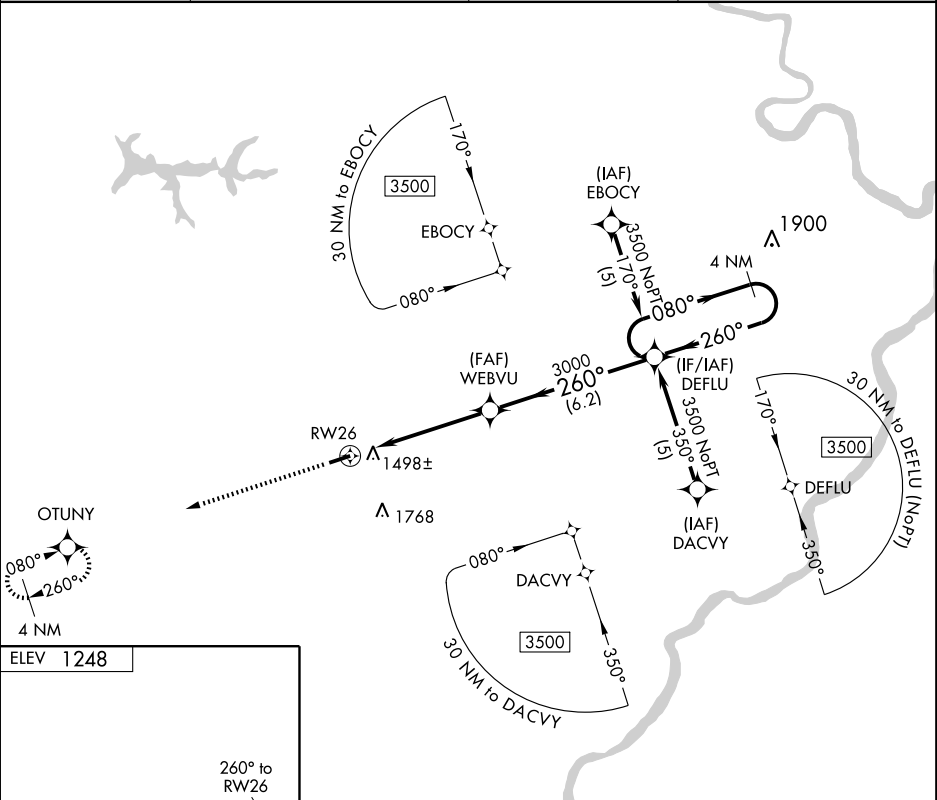
APP CRS	Rwy Idg	4801
260°	TDZE	1248
	Apt Elev	1248

RNAV (GPS) RWY 26

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct OTUNY and hold.
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AWOS-3 133.825	PITTSBURGH APP CON 124.75 338.2	CLNC DEL 128.7	UNICOM 122.8 (CTAF)
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3000

↑

OTUNY

DEFLU

4 NM Holding Pattern

080° →

← 260°

3500

WEBVU

3000

260°

3.04°

TCH 52

RW26

5.3 NM

6.2 NM

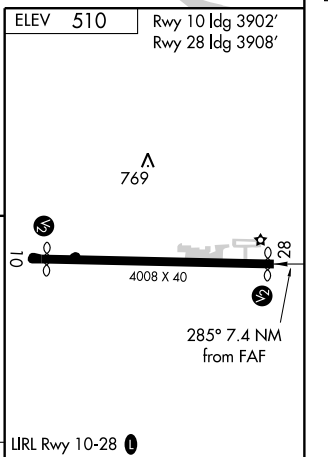
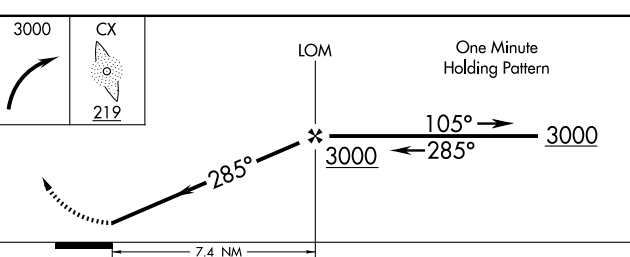
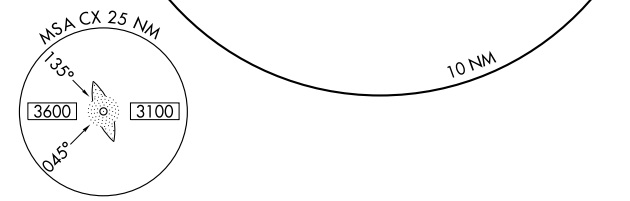
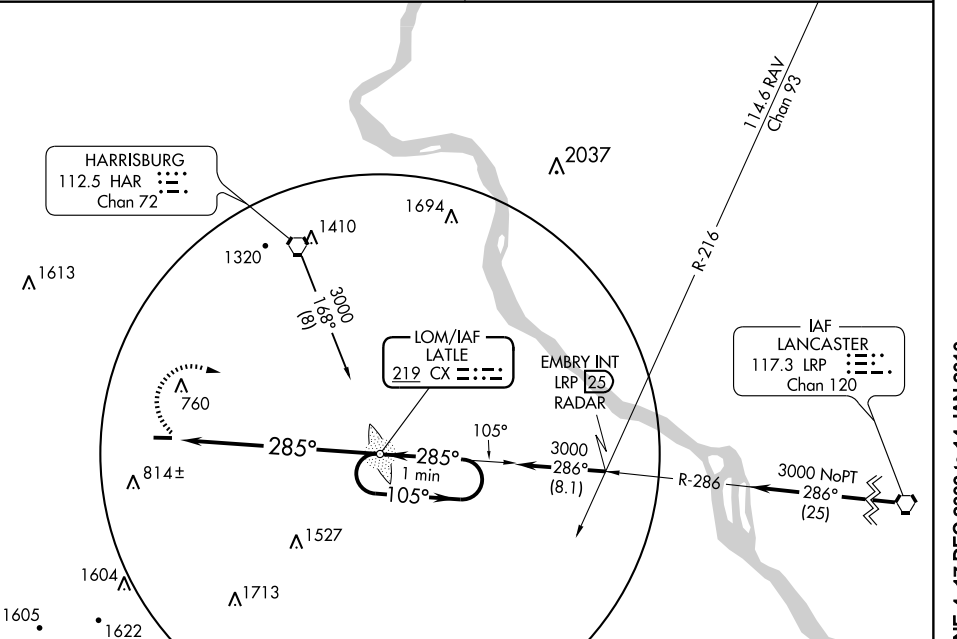
VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1760-1	512 (600-1)	1760-1½ 512 (600-1½)	1760-1¾ 512 (600-1¾)
CIRCLING	1820-1	572 (600-1)	1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26

LOM CX 219	APP CRS 285°	Rwy Idg TDZE Apt Elev	N/A N/A 510
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<div><div><div>T</div><div>NA</div></div><div>Use Harrisburg Intl altimeter setting.</div></div>	MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.
HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 7.4 NM					
CIRCLING	1260-1 750 (800-1)	1260-1¼ 750 (800-1¼)	1260-2¼ 750 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	7:24	4:56	3:42	2:58	2:28

VORTAC HAR 112.5 Chan 72	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A N/A 510
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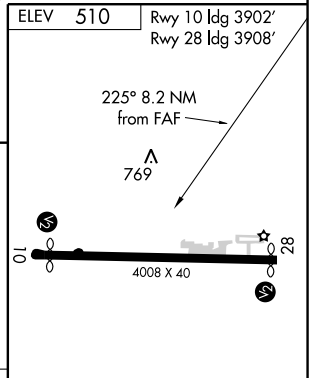
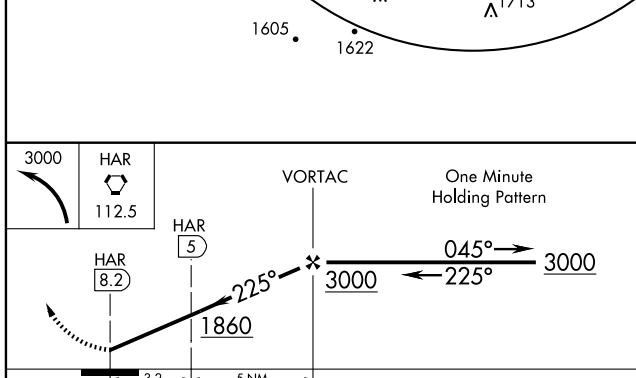
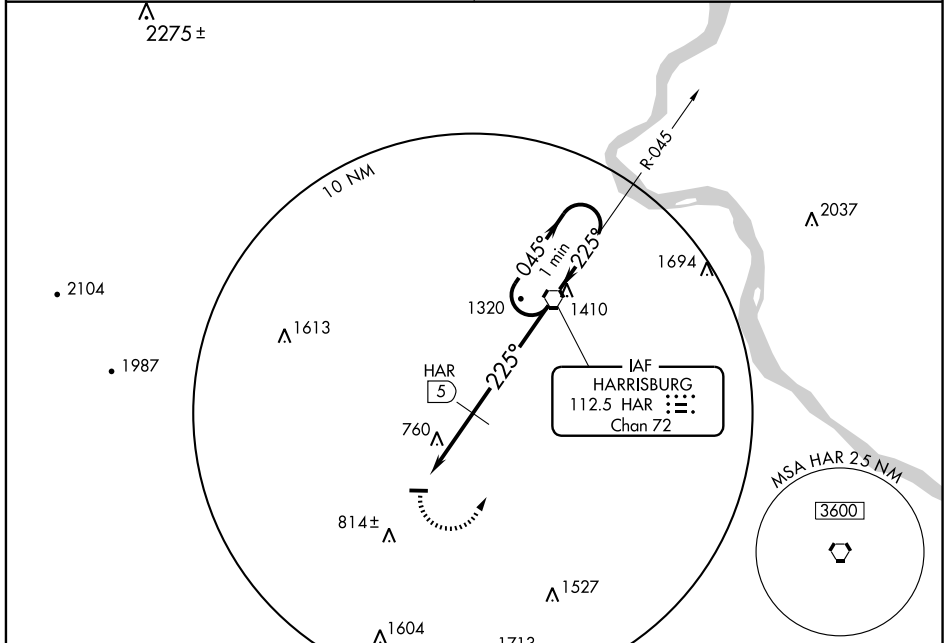
VOR-A
CARLISLE (N94)

T	
A NA	Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON
124.1 273.525

UNICOM 122.8 (CTAF) L
--




CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA
DME MINIMUMS				
CIRCLING	1200-1 690 (700-1)		1200-2 690 (700-2)	NA

LIRL Rwy 10-28 L					
FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44


APP CRS	Rwy Idg	3300
059°	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)



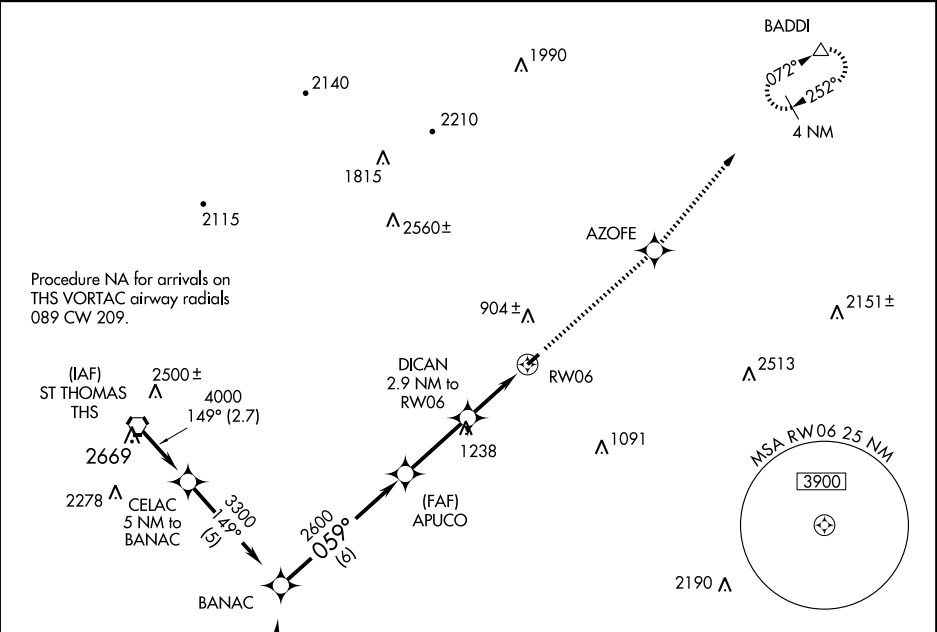
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



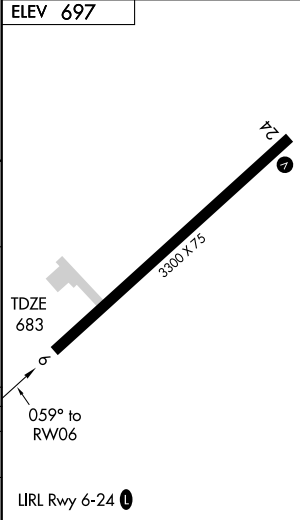
Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS 126.375	HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF) 
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ELEV 697



TDZE 683

059° to RW06

3300 x 75

LRL Rwy 6-24 

Procedure Turn NA	BANAC	4000	AZOFE	TRK 051°	BADDI
3300	059°	APUCO	2600	3.00° TCH 40	DICAN 2.9 NM to RW06
* 1680 when using Hagerstown Rgnl/Richard A Henson Fld altimeter setting.					
6 NM 3 NM 2.9 NM					

CATEGORY	A	B	C	D
LNAV MDA	1140-1	457 (500-1)	1140-1½ 457 (500-1½)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA

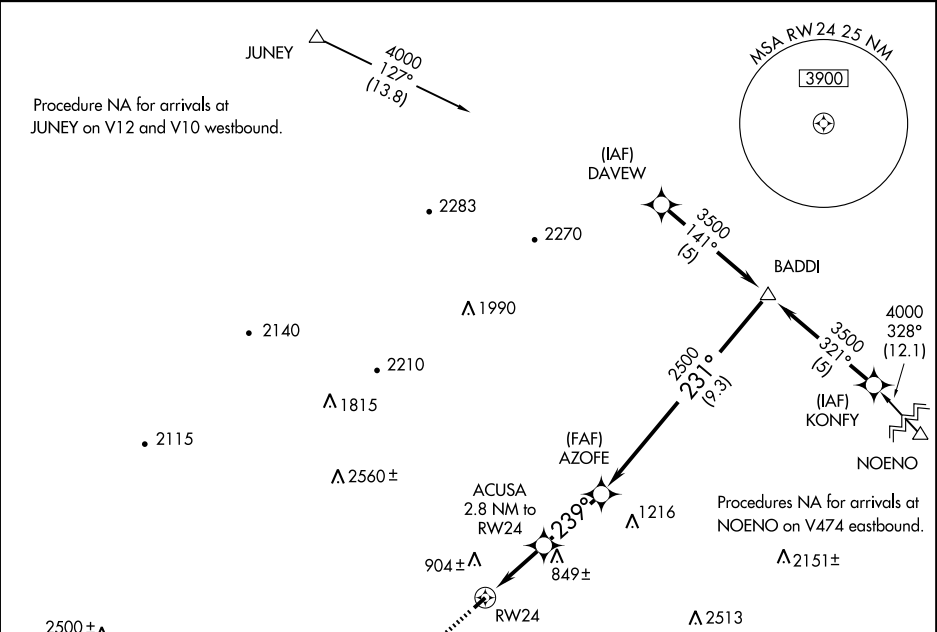
APP CRS	Rwy Idg	3300
239°	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 24

CHAMBERSBURG/ FRANKLIN COUNTY RGNL (N68)

<p>▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>▲ NA Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.</p>
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HAGERSTOWN ASOS 126.375	HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF) 0
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4000	AVOYO \star	TRK 282°	THS \star 115.0	† VDP NA with Hagerstown Rgnl/Richard A Henson Fld altimeter setting.	BADDI
				AZOFE	3500
				ACUSA 2.8 NM to RW24	Procedure Turn NA
				† 1.3 NM to RW24	
				1580* $\leq 3.00^\circ$ TCH 40	
				* 1620 when using Hagerstown Rgnl/Richard A Henson Fld altimeter setting.	
				1.3 1.6 NM 2.8 NM 9.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1120-1	437 (500-1)	1120-1½ 437 (500-1½)	NA	
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA	

LIRL Rwy 6-24 **0**

239° to RW24

TDZE 683

3300 x 75

VORTAC THS 115.0 Chan 97	APP CRS 088°	Rwy Idg TDZE Apt Elev	N/A N/A 697
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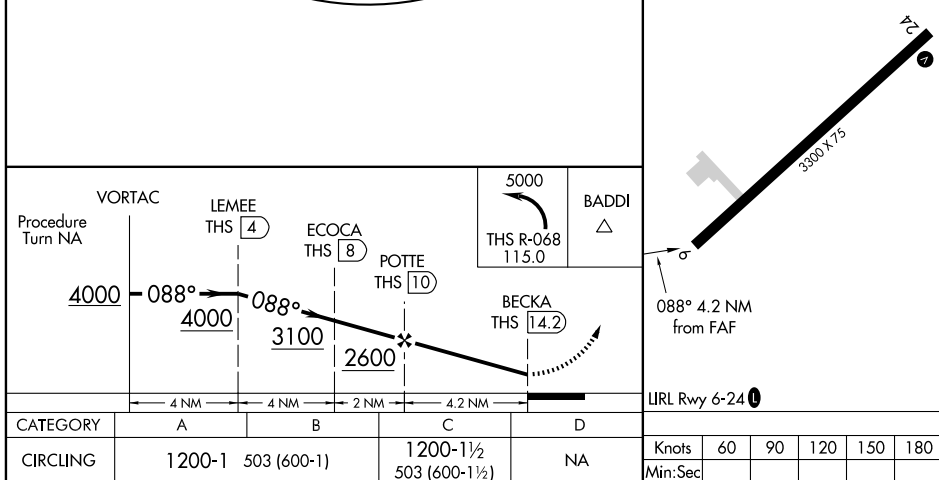
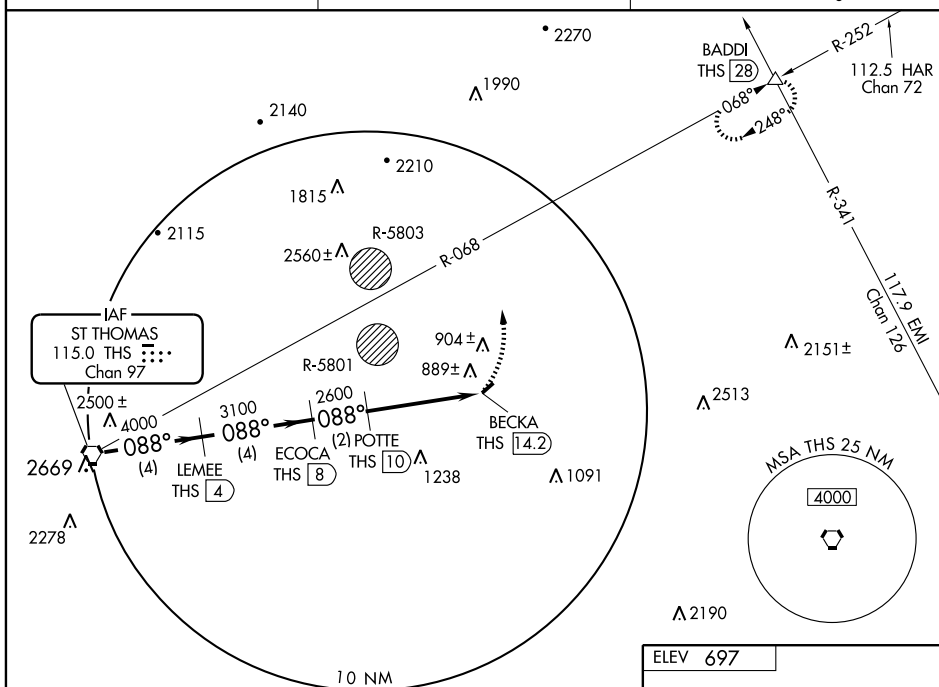
VOR/DME-B
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

T Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
A NA Procedure not authorized when R-5801 is in use.

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS
126.375

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF) **L**

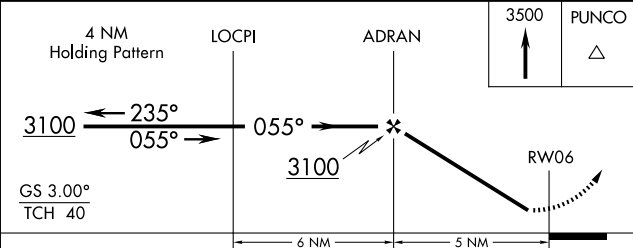
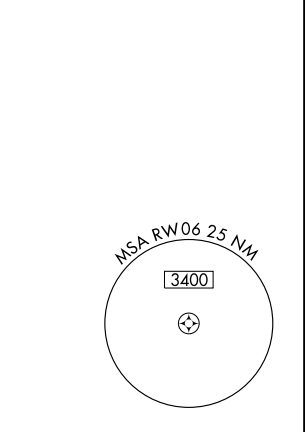
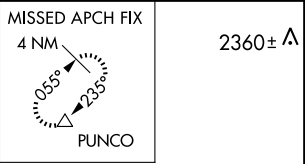
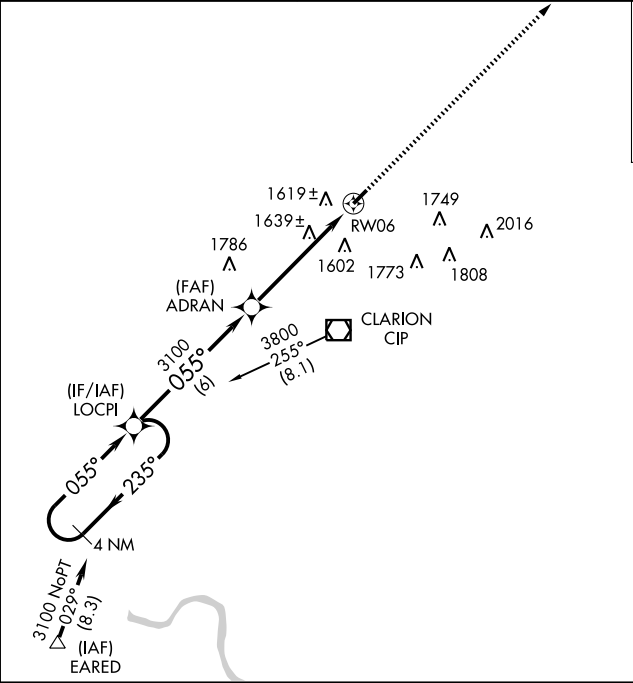
WAAS CH 70606 W06A	APP CRS 055°	Rwy Idg TDZE Apt Elev 5003 1451 1458
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RNAV (GPS) RWY 6
CLARION COUNTY (A.X.Q)

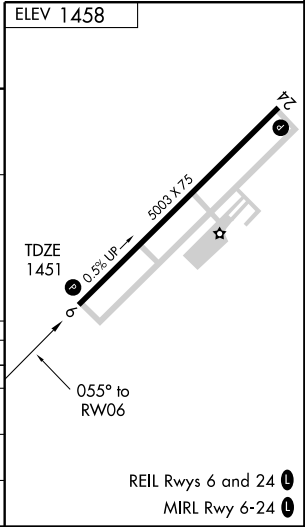
⚠ Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats Increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3 118.275	CLEVELAND CENTER 126.72 291.65	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1701-1	250 (300-1)	
LNAV/ VNAV DA		1985-2	534 (600-2)	
LNAV MDA	1920-1 469 (500-1)	1920-1¼ 469 (500-1¼)	1920-1½ 469 (500-1½)	
CIRCLING	1980-1 522 (600-1)	1980-1½ 522 (600-1½)	2060-2 602 (700-2)	



VOR/DME CIP	APP CRS	Rwy Idg TDZE	N/A
112.9	015°	Apt Elev	N/A
Chan 76			1458

VOR-A
CLARION COUNTY (XXQ)

When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility 1/4 mile, Cats C/D visibility 1/2 mile.

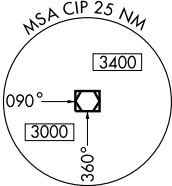
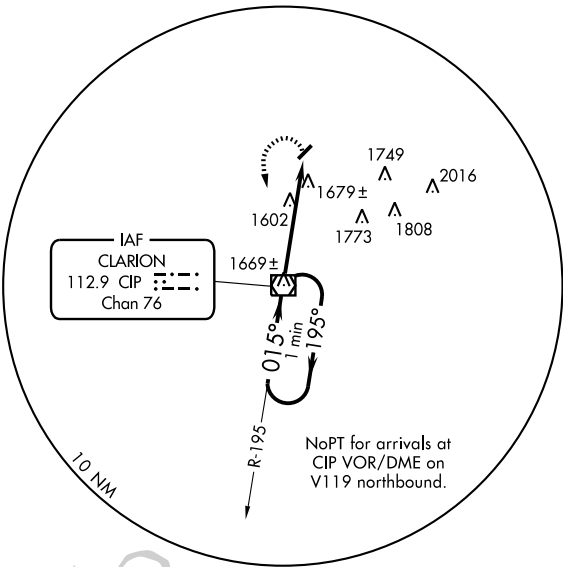
MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

AWOS-3
118.275

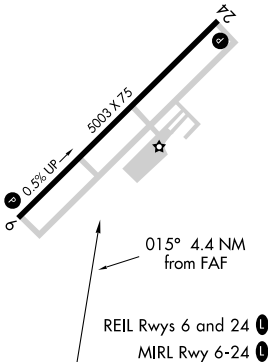
CLEVELAND CENTER
126.72 291.65

UNICOM
122.8 (CTAF) 0

2360±



ELEV 1458



One Minute Holding Pattern

VOR/DME

3300



3300

195°
015°

015°

4.4 NM

CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	2220-1 762 (800-1)	2220-1 1/4 762 (800-1 1/4)	2220-2 1/4 762 (800-2 1/4)	2220-2 1/2 762 (800-2 1/2)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

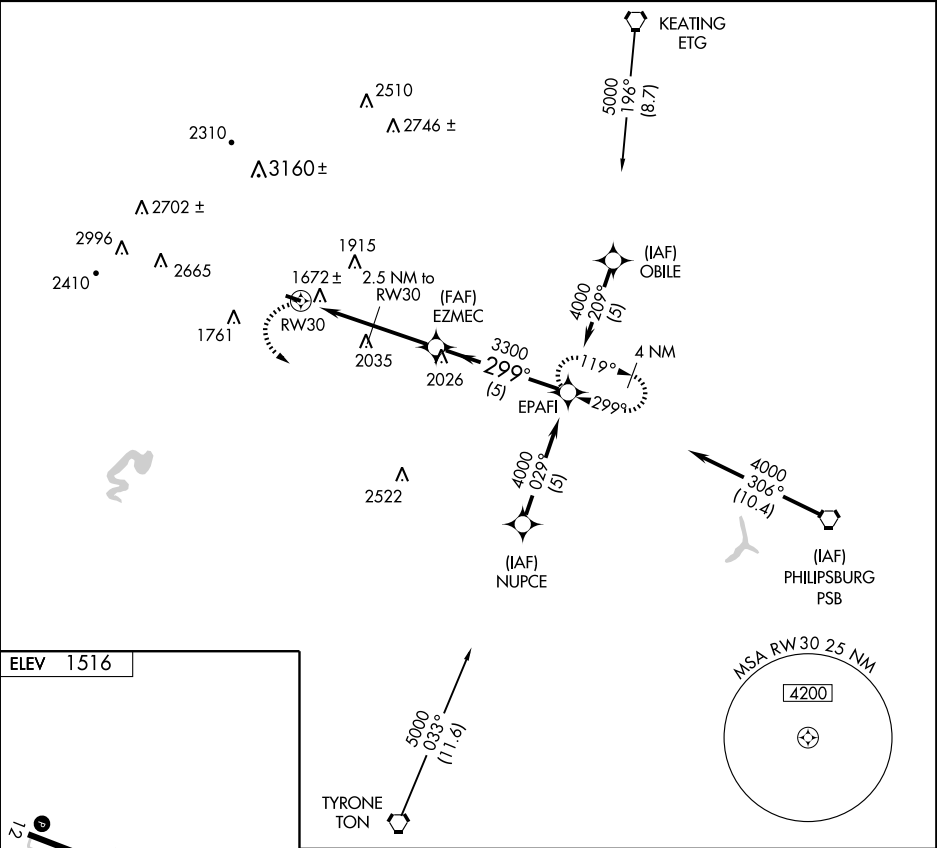
APP CRS	Rwy Idg	4500
299°	TDZE	1516
	Apt Elev	1516

RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

GPS or RNP-0.3 required.	MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.
NA	DME/DME RNP-0.3 NA

ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 0
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<p>MIRL Rwy 12-30 0 REIL Rwy 30 0</p>	<p>Procedure Turn NA</p> <p>VGSI and descent angles not coincident.</p>			
	CATEGORY			
	LNNAV MDA			
	CIRCLING			

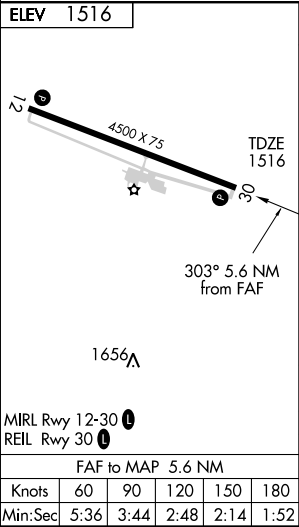
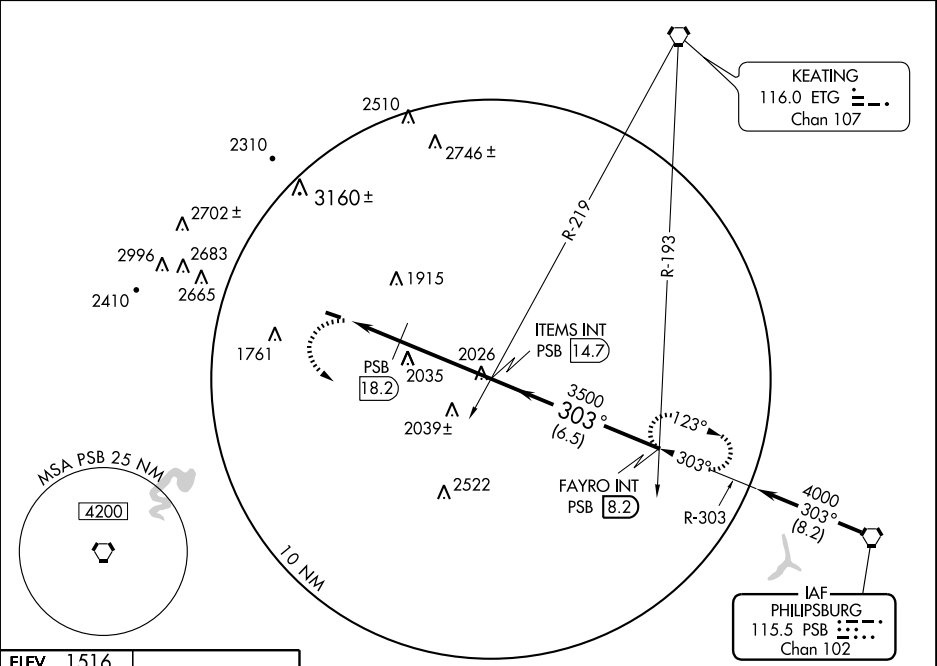
VOR RWY 30

CLEARFIELD-LAWRENCE (FIG)

VORTAC PSB 115.5 Chan 102	APP CRS 303°	Rwy Idg TDZE Apt Elev	4500 1516 1516
---------------------------------	-----------------	-----------------------------	----------------------

<div><div>▼</div><div>NA</div></div>	MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.
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ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 0
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4000

PSB R-303

115.5

FAYRO INT

ITEMS INT

PSB 14.7

FAYRO INT

PSB 8.2

4000

Procedure Turn NA

PSB 20.3

PSB 18.2

2300

3500

303°

2.1 NM

3.5 NM

6.5 NM

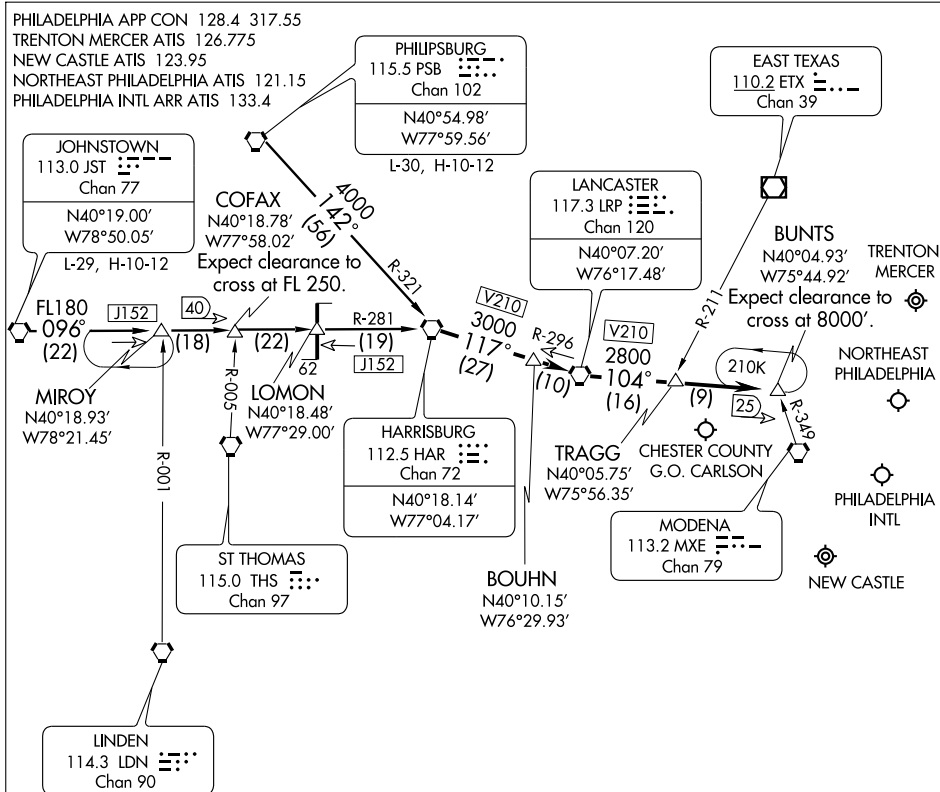
CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)

DME MINIMUMS

S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2280-2¾ 764 (800-2¾)

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

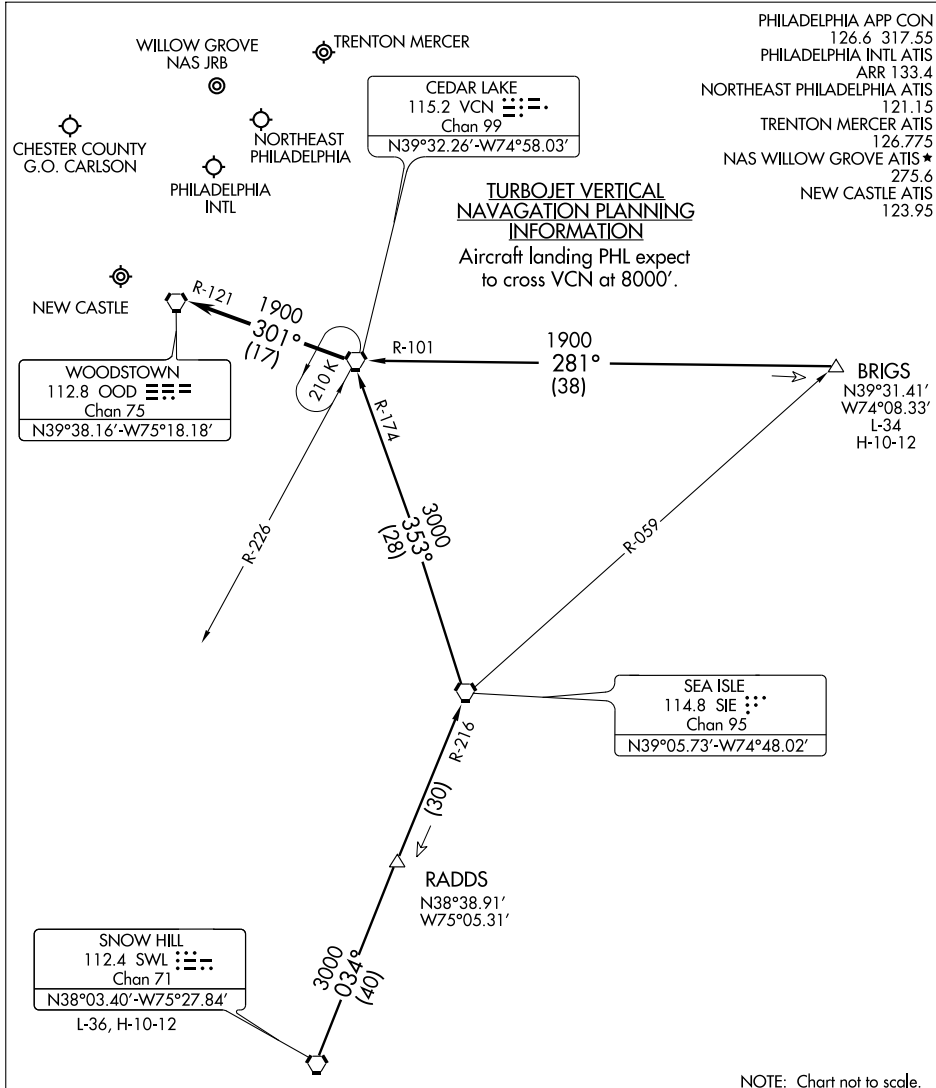
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . .

. . . From over VCN VORTAC:

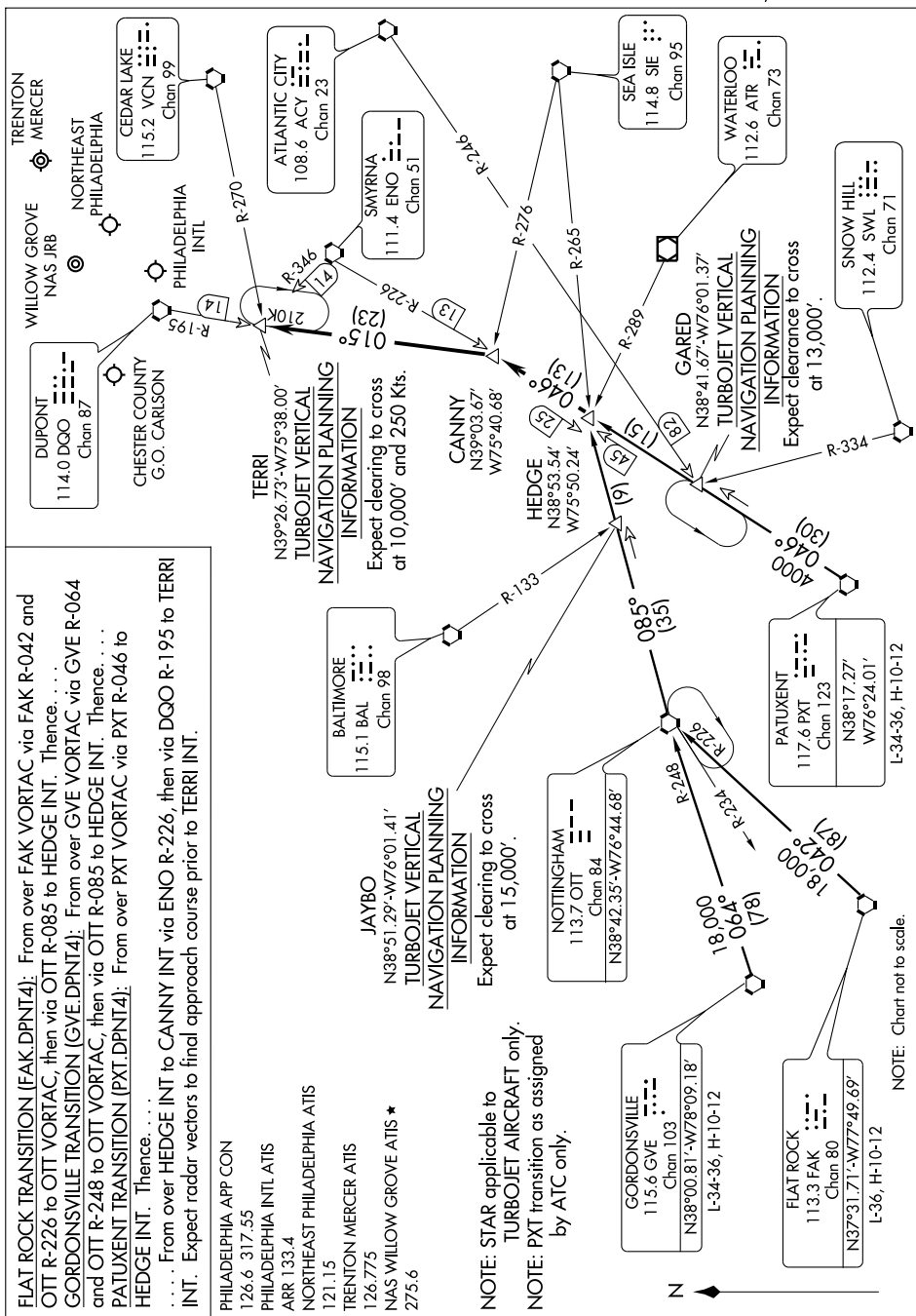
Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



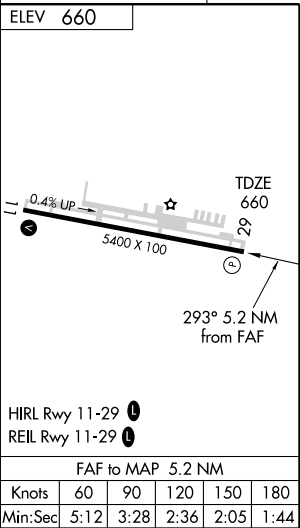
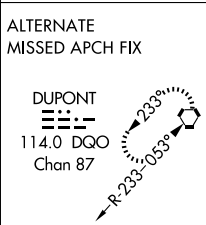
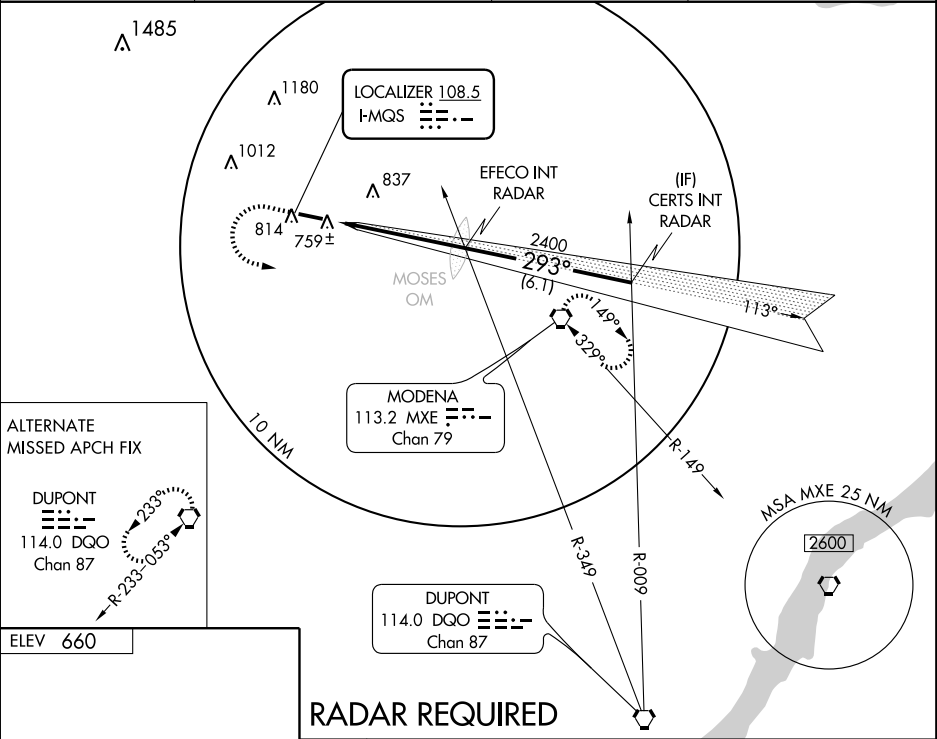
LOC I-MQS	APP CRS	Rwy Idg	5400
108.5	293°	TDZE	660
		Apt Elev	660

ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

<p>⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.</p>
---	---

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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RADAR REQUIRED				
1300	2400	MXE 113.2	EFECO INT RADAR	CERTS INT RADAR
CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)	1220-1½ 560 (600-1½)		1240-2 580 (600-2)

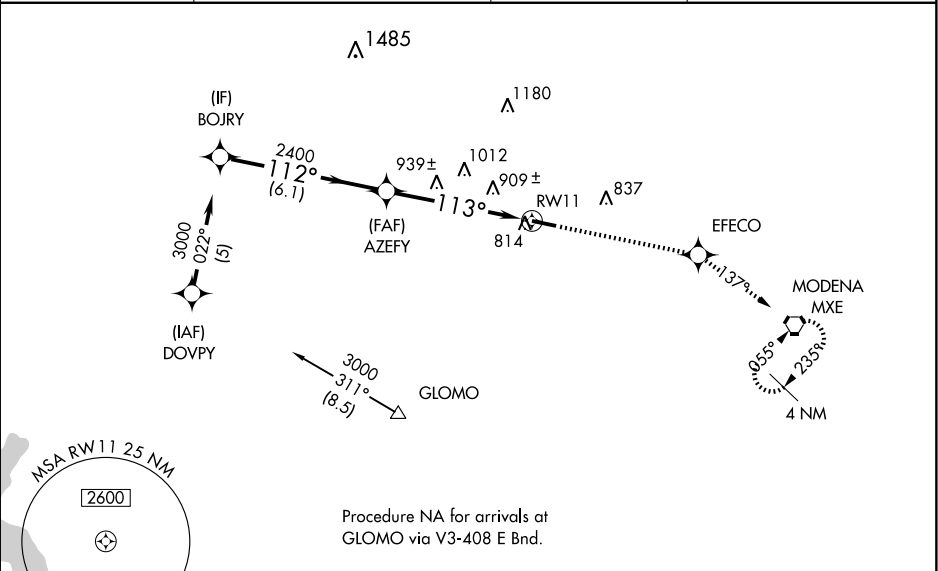
WAAS CH 63006 W11A	APP CRS 113°	Rwy Idg TDZE Apt Elev 5400 644 660
--	------------------------	--

RNAV (GPS) RWY 11

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

<p>▼ ▲</p> <p>Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.</p>
---	---

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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BOJRY

3000

Procedure Turn NA

GS 3.00°

TCH 42

2400

AZEFY

2400

112°

113°

RW11

6.1 NM

5.3 NM

CATEGORY	A	B	C	D
LPV DA	955-1		311 (300-1)	
LNAV/VNAV DA	1274-2 ¼		630 (700-2 ¼)	
LNAV MDA	1200-1	556 (600-1)	1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)
CIRCLING	1200-1	540 (600-1)	1220-1½ 560 (600-1½)	1240-2 580 (600-2)

2400

EFECO

137° TRK

MXE

ELEV 660

113° to RW11

0.4% UP

5400 X 100

TDZE 644

29

HIRL Rwy 11-29 0

REIL Rwy 11-29 0

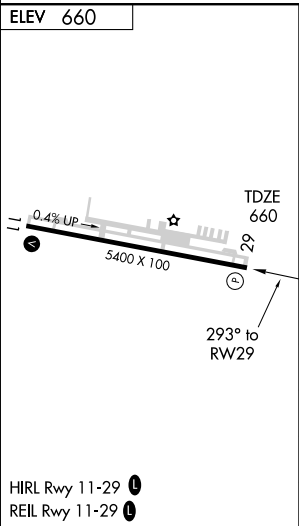
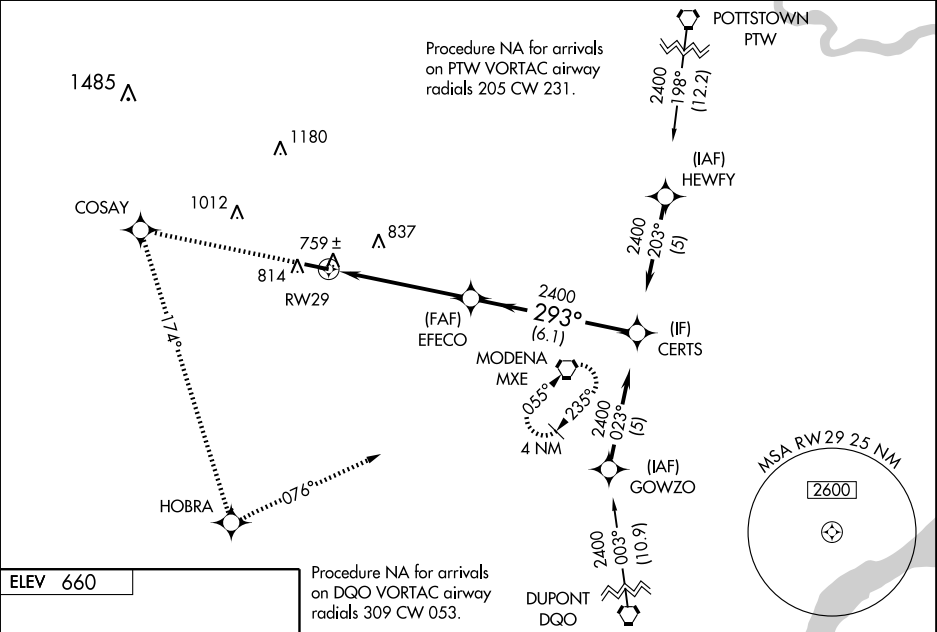
WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg TDZE Apt Elev	5400 660 660
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

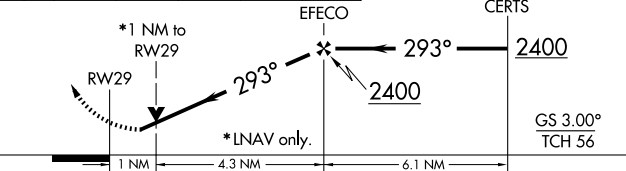
RNAV (GPS) RWY 29

COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

<p>Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.</p>
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AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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2400	COSAY	HOBRA	MXE	Procedure Turn NA	
					
	174° TRK		076° TRK		
					CERTS
					<u>2400</u>
					<u>GS 3.00° TCH 56</u>
CATEGORY	A	B	C	D	
LPV DA	938-1		278 (300-1)		
LNAV/ VNAV DA	1029-1¼		369 (400-1¼)		
LNAV MDA	1020-1		360 (400-1)		1020-1¼ 360 (400-1¼)
CIRCLING	1120-1	460 (500-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

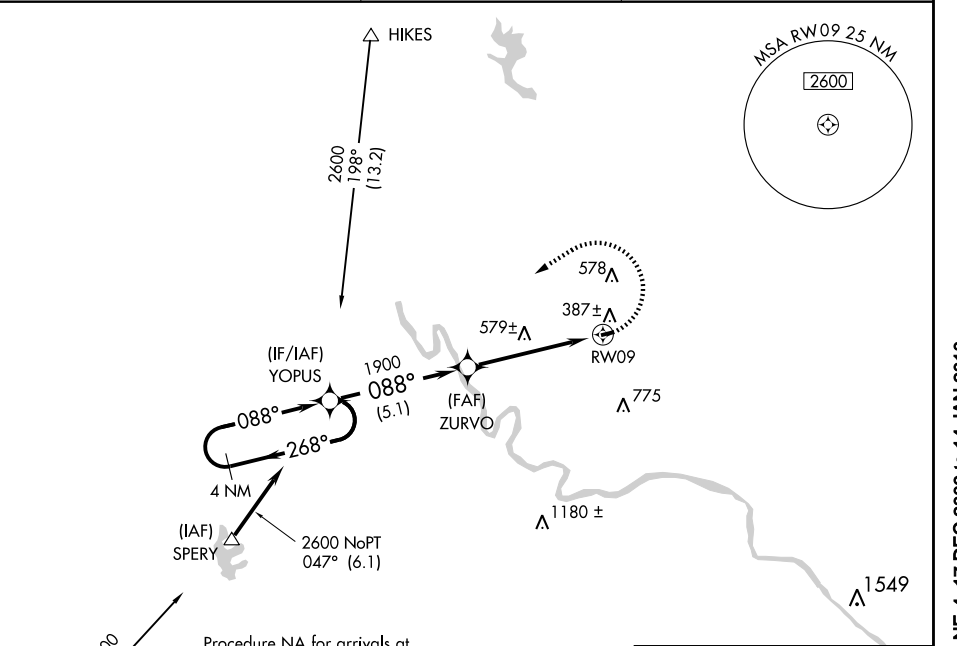
▼

▲ NA

Use Pottstown-Limerick altimeter setting; if not received, use Philadelphia Intl altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

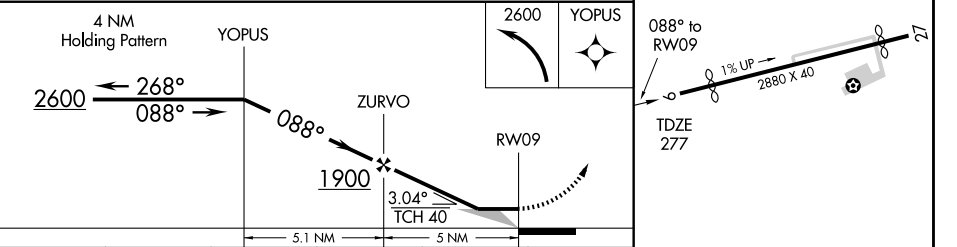
MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at SPERY via V210 westbound and V403-405 southwest bound and for arrivals at GLOMO via V3-408 westbound.

ELEV 277




CATEGORY	A	B	C	D	E
LNNAV MDA	860 - 1 583 (600-1)	NA			
CIRCLING	860 - 1 583 (600-1)	NA			

IURL Rwy 9-27 0★

NE-4.17 DEC 2009 to 14 JAN 2010

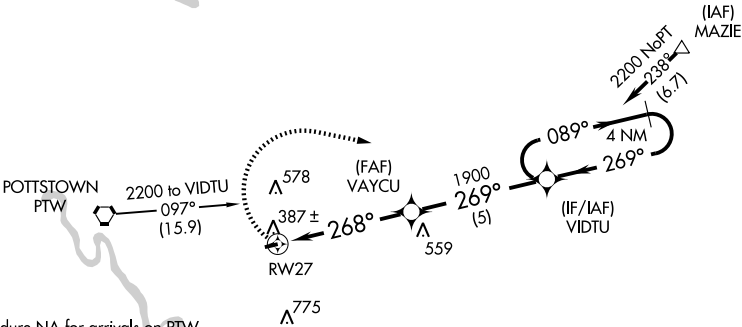
APP CRS	Rwy Idg	2510
268°	TDZE	277
	Apt Elev	277

RNAV (GPS) RWY 27
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

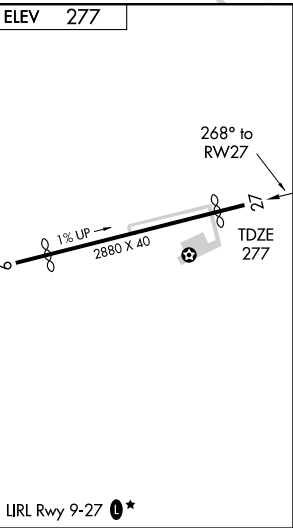
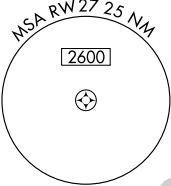
 DME/DME RNP-0.3 NA.  NA Use Philadelphia Intl altimeter setting. Straight-in minimums NA at night.	MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.
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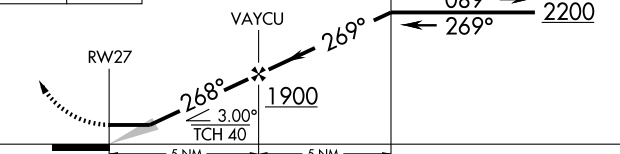
PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 
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Procedure NA for arrivals at MAZIE
via V3-419 northeastbound.



Procedure NA for arrivals on PTW
VORTAC airway radials 059 CW 095.



<div><div>2200</div><div></div></div>		<div><div>VIDTU</div><div></div></div>	<div><div>4 NM Holding Pattern</div><div></div></div>		
CATEGORY		A	B	C	D
LNAV MDA		860 - 1 583 (600-1)	NA		
CIRCLING		880 - 1 603 (700-1)	NA		

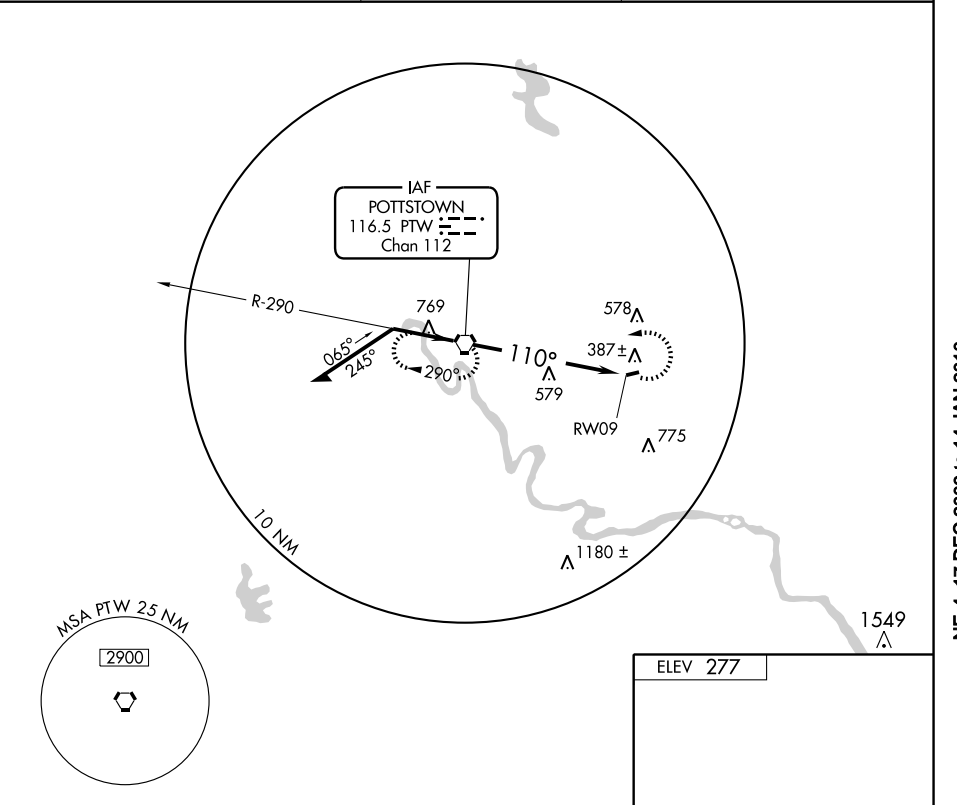
T

NA

Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold.

PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 0
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Remain within 5 NM

3000

290°

110°

2200

3.05°

TCH 40

5.9 NM

RW09

3000

PTW

116.5

110° 5.9 NM from FAF

0 1% UP

2880 X 40

TDZE 277

CATEGORY	A	B	C	D
S-9	920 - 1 643 (700-1)		NA	
CIRCLING	920 - 1 643 (700-1)		NA	

LRL Rwy 9-27 0 *

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC RWY 5

CONNELLVILLE / JOSEPH A. HARDY CONNELLVILLE (VVS)

LOC I-VVS 110.7	APP CRS 049°	Rwy Idg TDZE Apt Elev	3458 1255 1267
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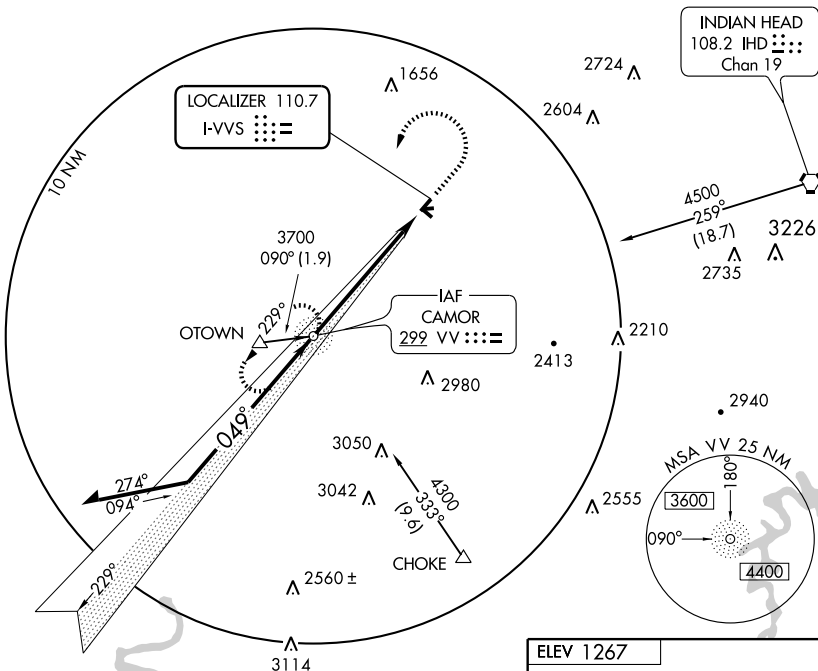
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3600 direct CAMOR NDB and hold.

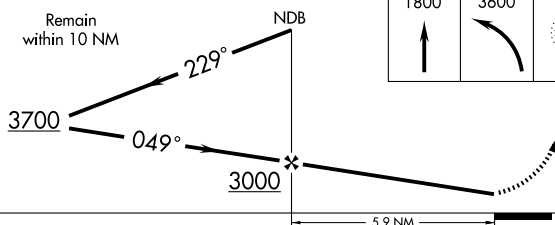
AWOS-3
133.32

CLEVELAND CENTER
124.4 327.1

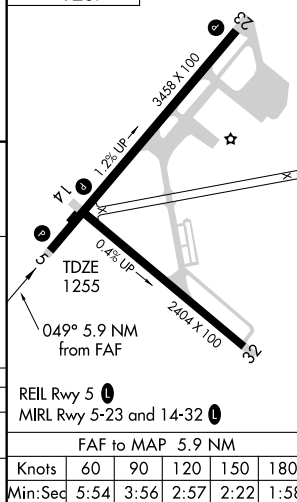
UNICOM
122.8 (CTAF) 0



ADF REQUIRED



ELEV 1267



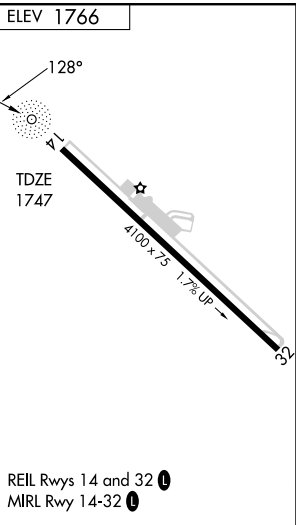
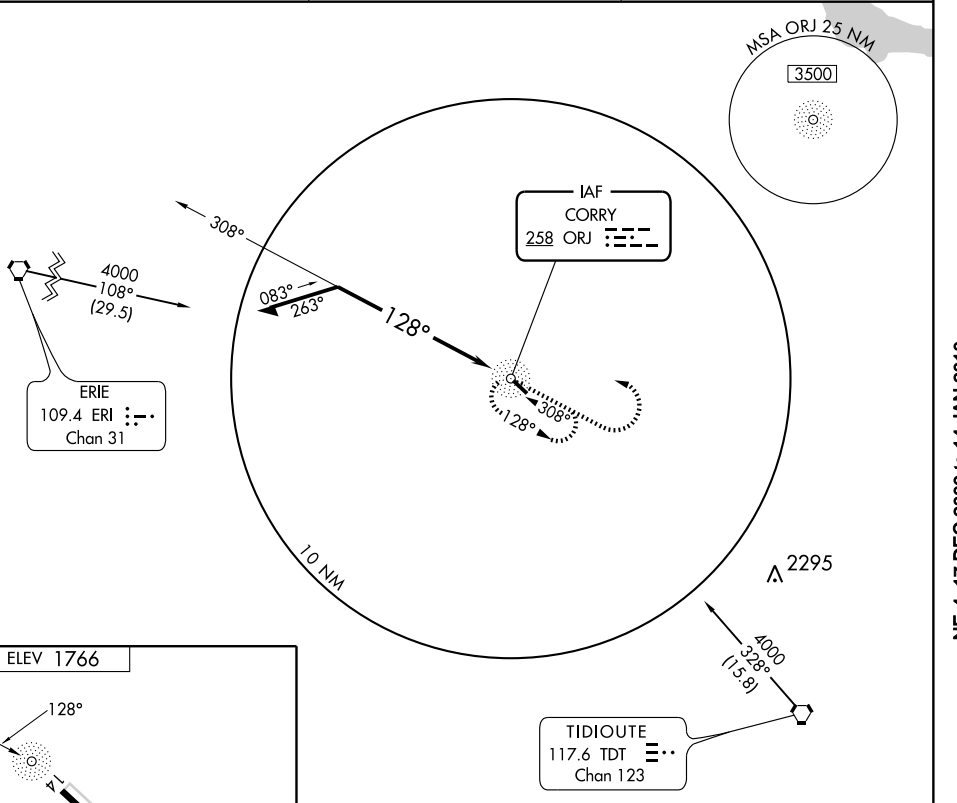
NA

Use Jamestown, NY alimeter setting.

MISSED APPROACH:

Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3 118.425	ERIE APP CON ★ 121.0 257.8	UNICOM 122.8 (CTAF) 0
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	3500	4000	ORJ 258	
				NDB
				3400
				308°
				128°
				Remain within 10 NM
CATEGORY	A	B	C	D
S-14	2400-1	653 (700-1)	2400-1 3/4 653 (700-1 3/4)	NA
CIRCLING	2400-1	634 (700-1)	2400-1 3/4 634 (700-1 3/4)	NA


APP CRS
143°

Rwy Idg
TDZE
Apt Elev

4100
1747
1766

RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)


 NA

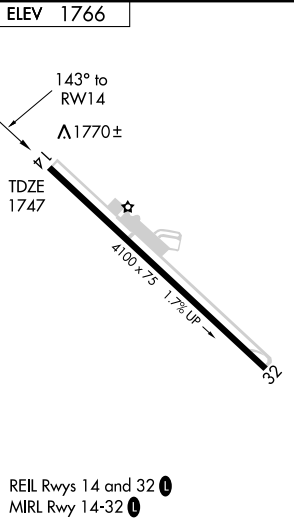
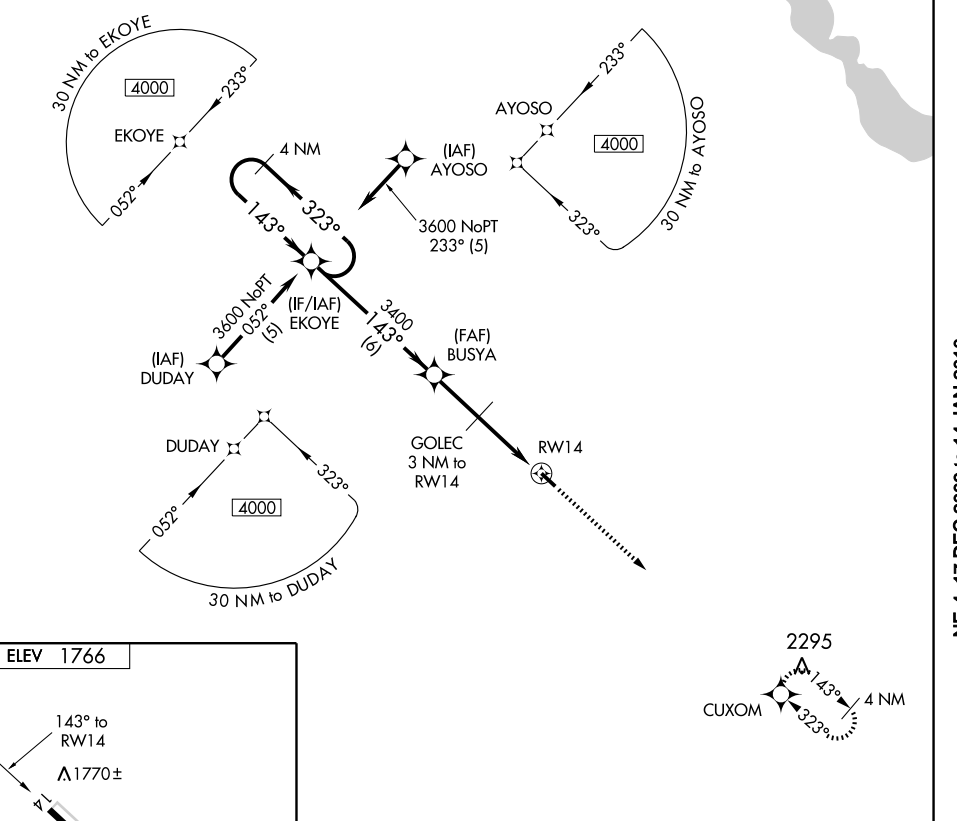
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600
direct CUXOM WP and hold.

JAMESTOWN AWOS-3
118.425

ERIE APP CON ★
121.0 257.8

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern				EKOYE	BUSYA	GOLEC 3 NM to RW14	RW14
3600				323°	143°	3400	2700
143°				323°	143°	3.00° TCH 40	
6 NM				2.2 NM	3 NM		
CATEGORY	A	B	C	D			
LNAV MDA	2100-1 353 (400-1)				NA		
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1 3/4 614 (700-1 3/4)	NA	NA		

NA

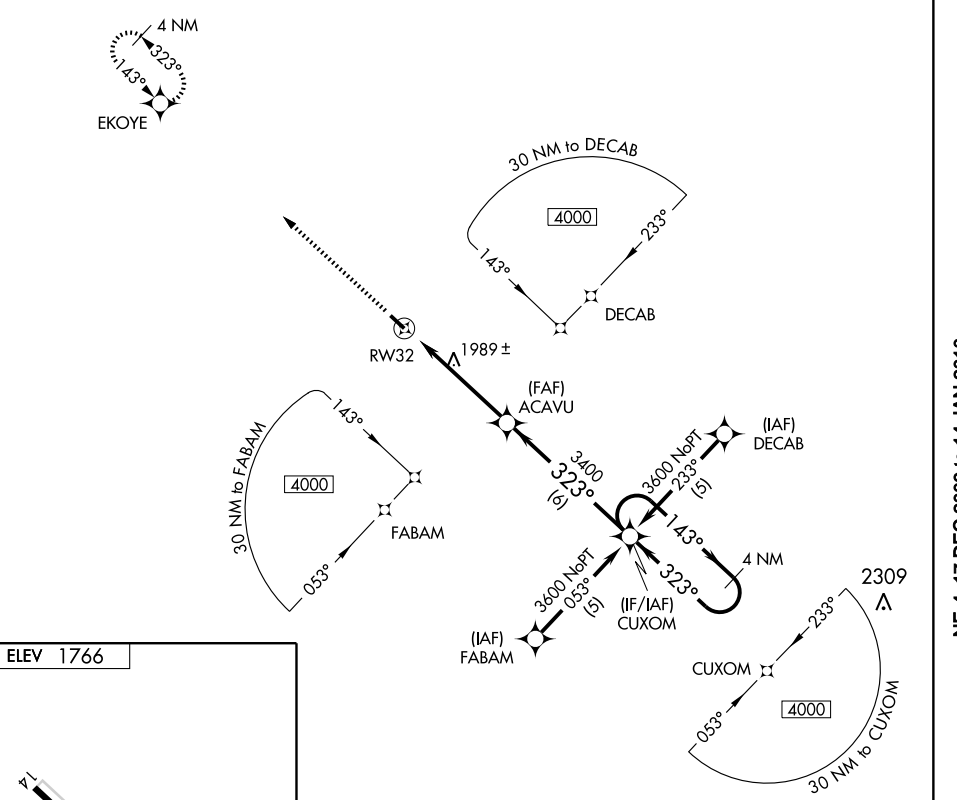
Use Jamestown, NY altimeter setting.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600
 direct EYOKE WP and hold.

JAMESTOWN AWOS-3
118.425

ERIE APP CON ★
121.0 257.8

UNICOM
122.8 (CTAF) 0



ELEV 1766

REIL Rwy 14 and 32 0
 MIRL Rwy 14-32 0

	<div> <div>3600</div> <div>EYOKE</div> </div>		<div> <div>CUXOM</div> <div>4 NM Holding Pattern</div> </div>	
	<div> <div>RW32</div> <div>ACABU</div> <div>3400</div> <div>323°</div> <div>143°</div> <div>3600</div> </div>			
CATEGORY	A	B	C	D
LNAV MDA	2300-1	534 (600-1)	2300-1½ 534 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4.17 DEC 2009 to 14 JAN 2010

VORTAC TDT 117.6 Chan 123	APP CRS 329°	Rwy Idg 4100 TDZE 1766 Apt Elev 1766
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VOR RWY 32
CORY-LAWRENCE (8G2)

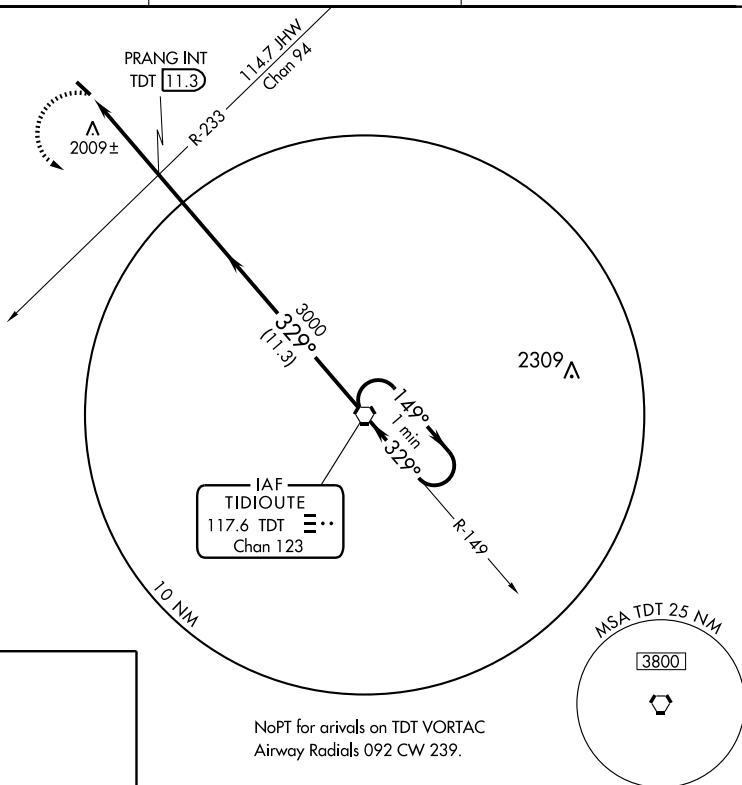
T
A NA Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

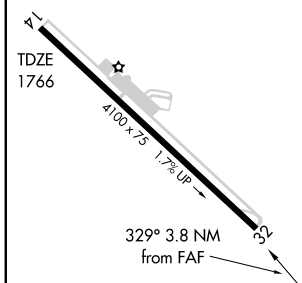
JAMESTOWN AWOS-3
118.425

ERIE APP CON ★
121.0 257.8

UNICOM
122.8 (CTAF) **L**



ELEV 1766



REIL Rwy 14 and 32 **L**
MIRL Rwy 14-32 **L**

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-32	2320-1	554 (600-1)	2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

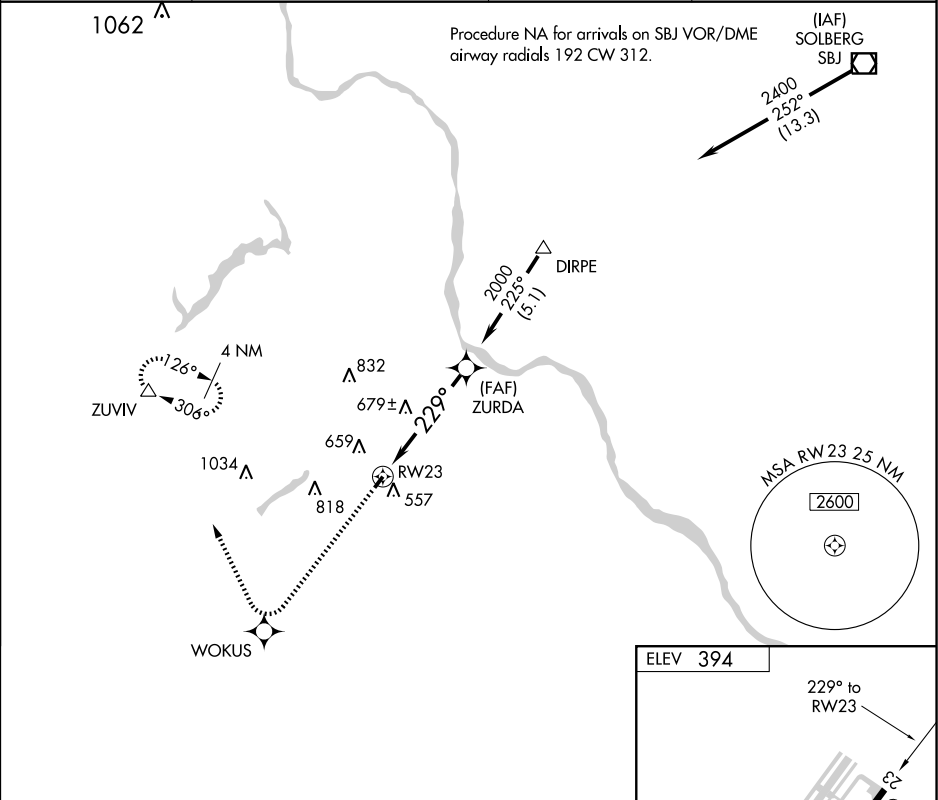
RNAV (GPS) RWY 23



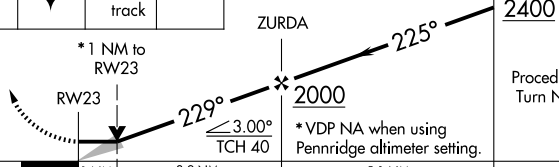
DOYLESTOWN (DYL)

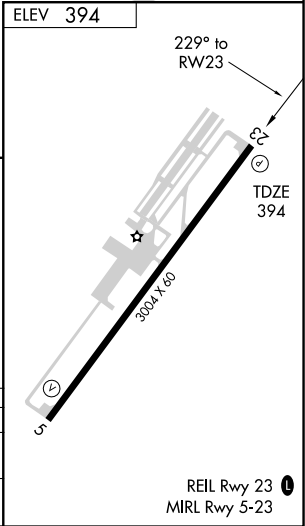
GPS or RNP-0.3 required. If local altimeter setting not received, use Pennridge altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOKUS WP and right turn via 346° track to ZUVIV and hold.

ASOS 118.875	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.975 (CTAF) 0
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3000	WOKUS	 346° track	ZUVIV 	VGSI and descent angles not coincident.			DIRPE
 <p>* 1 NM to RW23</p> <p>RW23</p> <p>ZURDA</p> <p>2000</p> <p>225°</p> <p>229°</p> <p>3.00° TCH 40</p> <p>* VDP NA when using Pennridge altimeter setting.</p> <p>1 NM</p> <p>3.9 NM</p> <p>5.1 NM</p> <p>Procedure Turn NA</p>							
CATEGORY	A		B		C		D
LNAV MDA	940-1 546 (600-1)				NA		
CIRCLING	960-1 566 (600-1)				NA		



VOR RWY 23
DOYLESTOWN (DYL)

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

UNICOM
122.975 (CTAF) **L**

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	

LOC I-DUJ	APP CRS	Rwy Idg	5503
109.9	250°	TDZE	1816
		Apt Elev	1817

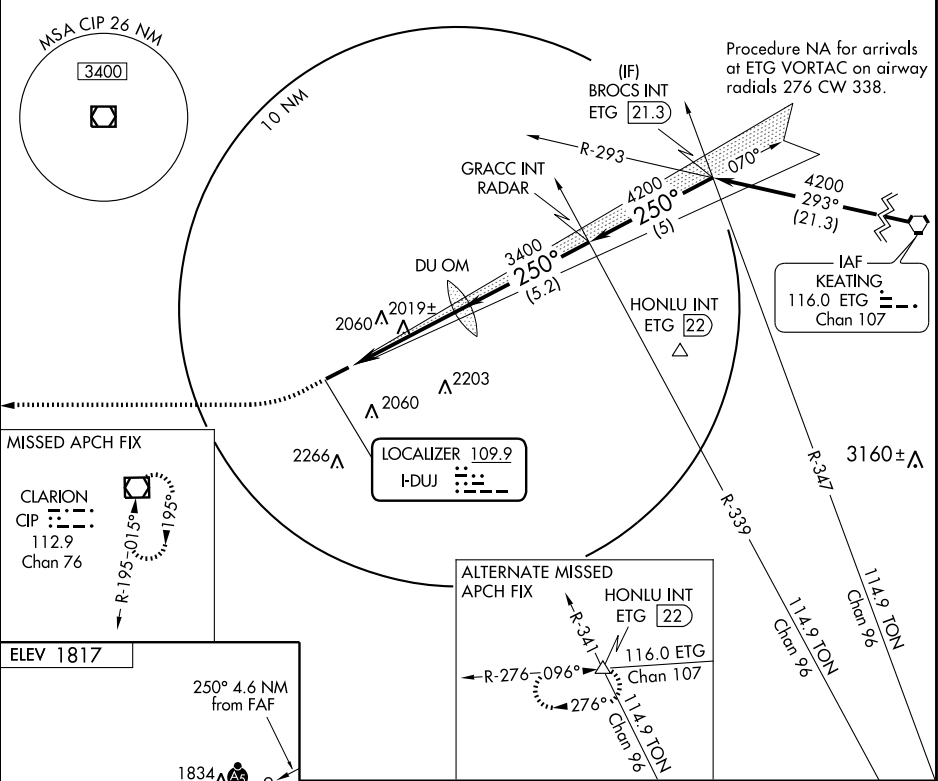
ILS or LOC RWY 25
DUBOIS RGNL (DUJ)

When local altimeter setting not received, use Clearfield altimeter setting and increase DA to 2112 feet and all MDAs 100 feet and S-LOC 25 visibility Cats C/D and Circling Cat C ¼ mile. For inoperative MALSRR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility ½ mile.

MALSRR

MISSED APPROACH:
Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
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ELEV 1817

250° 4.6 NM from FAF

1861 1834

5503 X 100

TDZE 1816

1952

REIL Rwy 7 0

HIRL Rwy 7-25 0

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

	2400	4000	CIP 112.9	OM 3353	GRACC INT RADAR	BROCS INT ETG 21.3	
	↑	↷					
				3400	250°	250°	4200
					4200	GS 3.00° TCH 57	Procedure Turn NA
CATEGORY	A	B	C	D			
S-ILS 25	2016-½ 200 (200-½)						
S-LOC 25	2280-½	464 (500-½)	2280-¾	464 (500-¾)	2280-1	464 (500-1)	
CIRCLING	2300-1	2320-1	2320-1½	2320-2	2380-2	563 (600-2)	
	483 (500-1)	503 (600-1)	503 (600-1½)	503 (600-2)			

APP CRS	Rwy Idg	5503
070°	TDZE	1817
	Apt Elev	1817

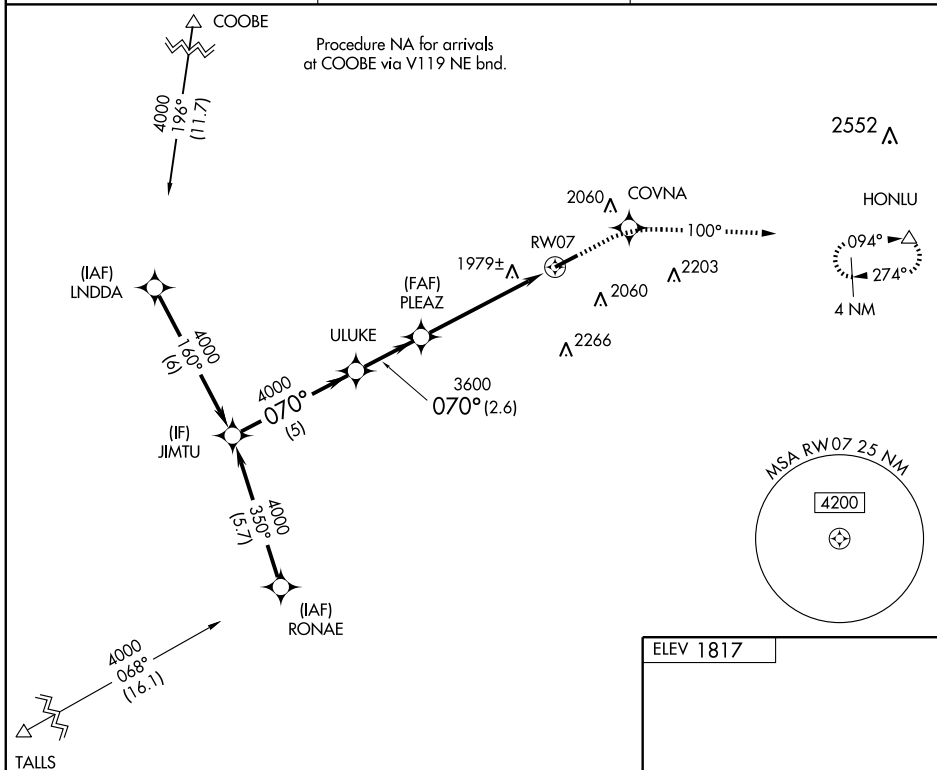
RNAV (GPS) RWY 7
DUBOIS RGNL (DUJ)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Clearfield altimeter setting and increase all MDAs 100 feet, LNAV Cats C/D and Circling Cat C visibility ½ mile. VDP NA with Clearfield altimeter setting.

MISSED APPROACH: Climb to 4200 direct COVNA and via 100° track to HONLU and hold.

ASOS
119.025

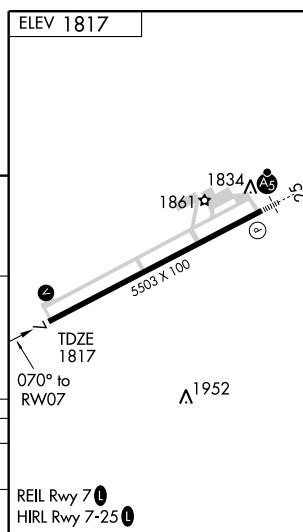
CLEVELAND CENTER
126,725 291,65

UNICOM
123.0 (CTAF) **L**

NE-4, 17 DEC 2009 to 14 JAN 2010

Figure 1 is a 4D RNAV approach chart. It shows a 4000m MDA for JIMTU and ULUKE, a 3600m MDA for PLEAZ, and a 1.2 NM to RW07. The chart includes a table with categories A, B, C, and D, and a table with LNAV MDA and CIRCLING altitudes.

CATEGORY	A	B	C	D
LNAV MDA	2240-1	423 (500-1)	2240-1¼	423 (500-1¼)
CIRCLING	2300-1 483 (500-1)	2320-1 503 (600-1)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)



WAAS CH 97407 W25A	APP CRS 250°	Rwy Idg TDZE Apt Elev	5503 1816 1817
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RNAV (GPS) RWY 25
DUBOIS RGNL (DUJ)

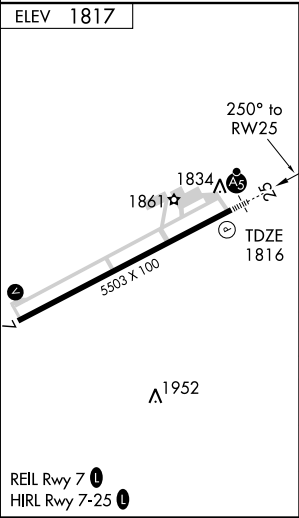
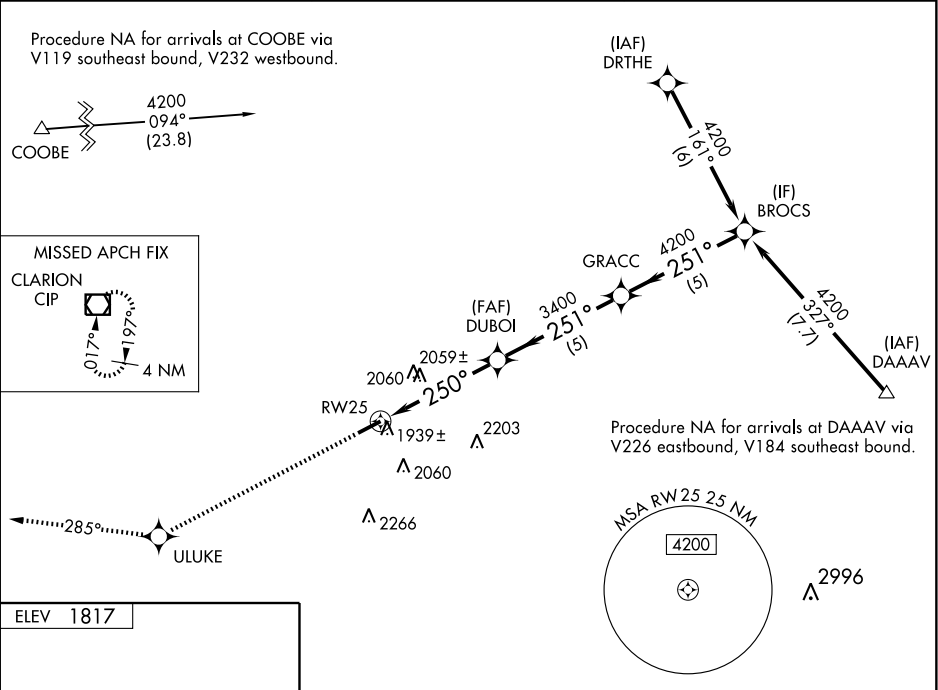
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DAs 96 feet and all MDAs 100 feet and LPV all Cats, LNAV Cat C, Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile. For inoperative MALSR when using Clearfield altimeter setting; increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

MALSR

A5

MISSED APPROACH:
Climb to 4000 direct ULUKE and via 285° track to CIP VOR/DME and hold.

ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
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	4000	ULUKE	TRK 285°	CIP	DUBOI	GRACC	BROCS	
						251°	4200	Procedure Turn NA
						3400		
						4200		
						5 NM	5 NM	
CATEGORY	A	B	C	D				
LPV DA		2066-½	250 (300-½)					
LNAV/VNAV DA		2209-¾	393 (400-¾)					
LNAV MDA	2320-½	504 (600-½)			2320-1	504 (600-1)		
CIRCLING	2320-1	503 (600-1)			2320-1½	503 (600-1½)	2380-2	563 (600-2)

VOR/DME CIP 112.9 Chan 76	APP CRS 092°	Rwy Idg TDZE Apt Elev	5503 1817 1817
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VOR/DME RWY 7
DUBOIS RGNL (DUJ)



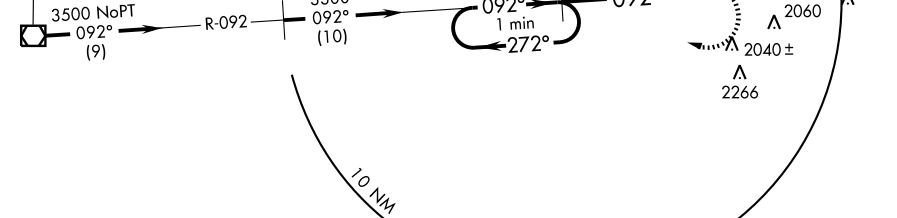
MISSED APPROACH: Climbing right turn to 3300 via CIP
VOR/DME R-092 to OREST/CIP 19 DME and hold.

ASOS
119.025

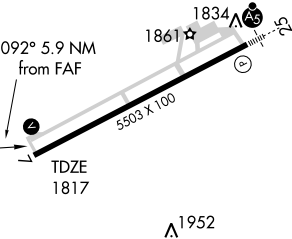
CLEVELAND CENTER
126.725 291.65

UNICOM
123.0 (CTAF) 0

IAF
CLARION
112.9 CIP
Chan 76

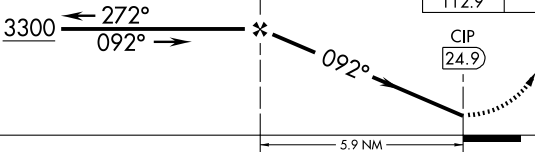


ELEV 1817



REIL Rwy 7 0
HIRL Rwy 7-25 0

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-7	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2300-1½ 483 (500-1½)	2300-1¾ 483 (500-1¾)
CIRCLING	2300-1 483 (500-1)	2320-1¼ 503 (600-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

VOR/DME STW 109.6 Chan 33	APP CRS 291°	Rwy Idg TDZE Apt Elev	N/A N/A 480
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VOR/DME or GPS-A

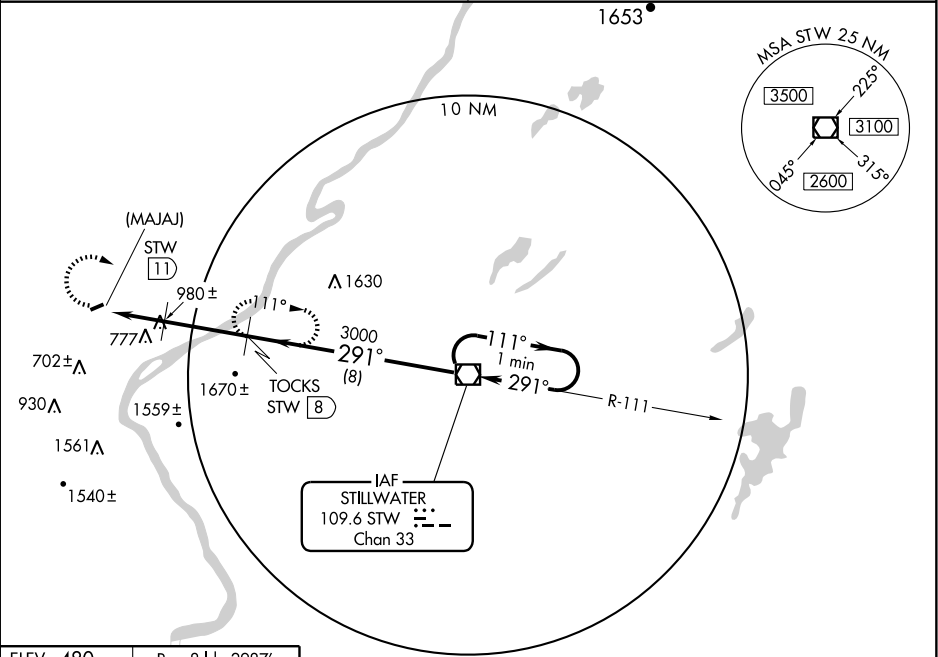
EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF)



ELEV 480

Rwy 8 Idg 2987' (Nights Only)
Rwy 26 Idg 2317'

LIRL Rwy 8-26

Knots	60	90	120	150	180
Min:Sec					

NoPT for arrivals on STW VOR/DME
airway radials 085 CW 121.

CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1000 (1000-1¼)	1480-1½ 1000 (1000-1½)	NA	
ALLENTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1980-3	1500 (1500-3)	NA	

GPS RWY 36

EASTON/BRADEN AIRPARK (N43)

APP CRS	Rwy Idg	1764
009°	TDZE	395
	Apt Elev	399



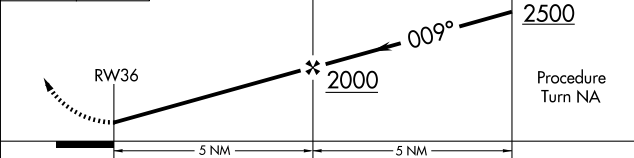
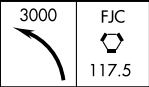
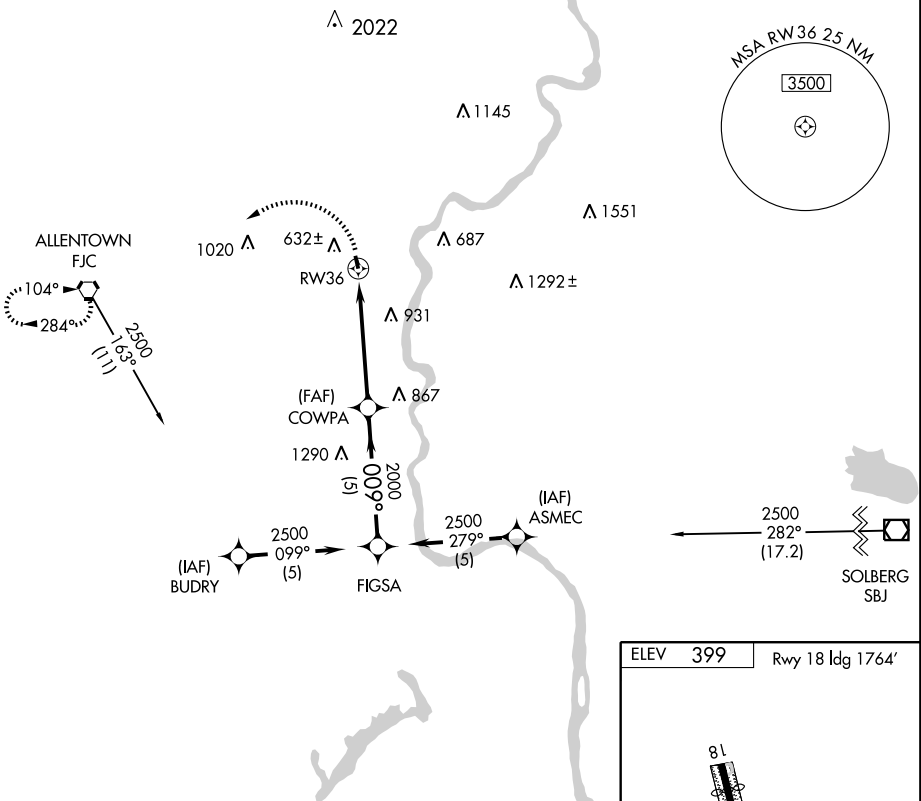
NA

Use Allentown, PA altimeter setting.
Procedure NA at night.

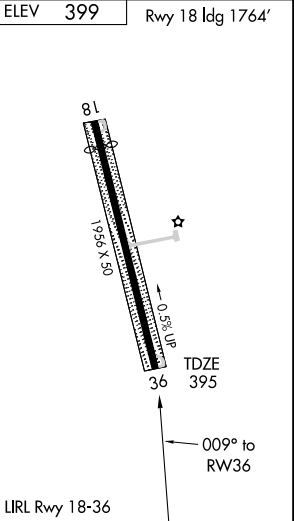
MISSED APPROACH: Climbing left turn to 3000,
direct FJC VORTAC and hold.

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	



VORTAC FJC 117.5 Chan 122	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 399
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VOR/DME or GPS-D
EASTON/BRADEN AIRPARK (N43)

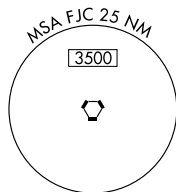
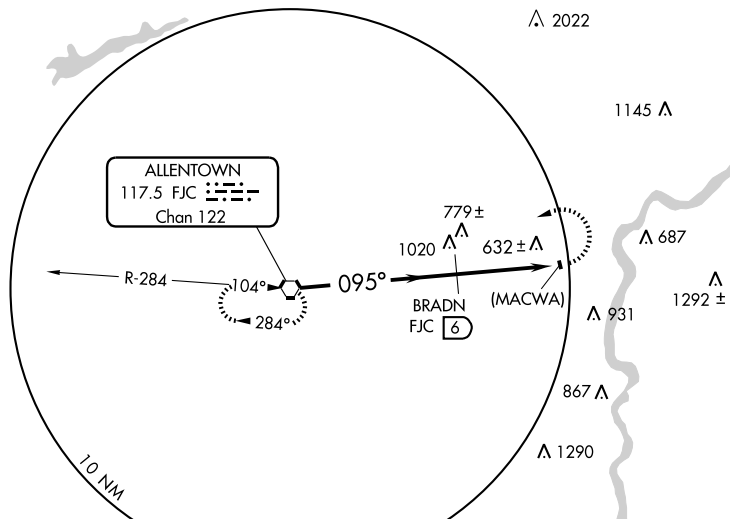
T	Use Allentown, PA altimeter setting.
A NA	Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

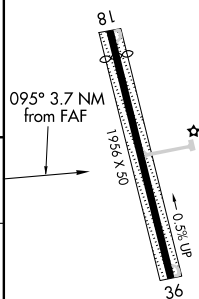
ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF)

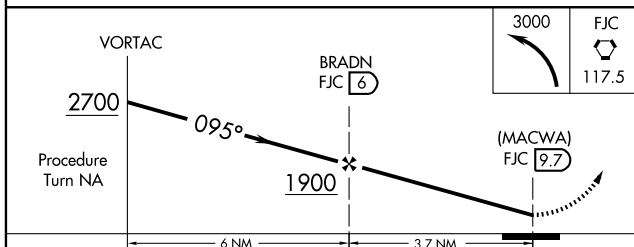
2082



ELEV	399	Rwy 18 Idg 1764'
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LIRL Rwy 18-36



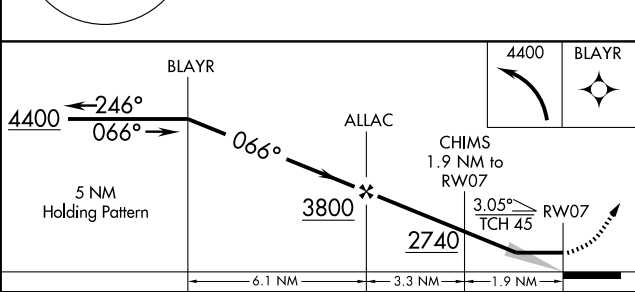
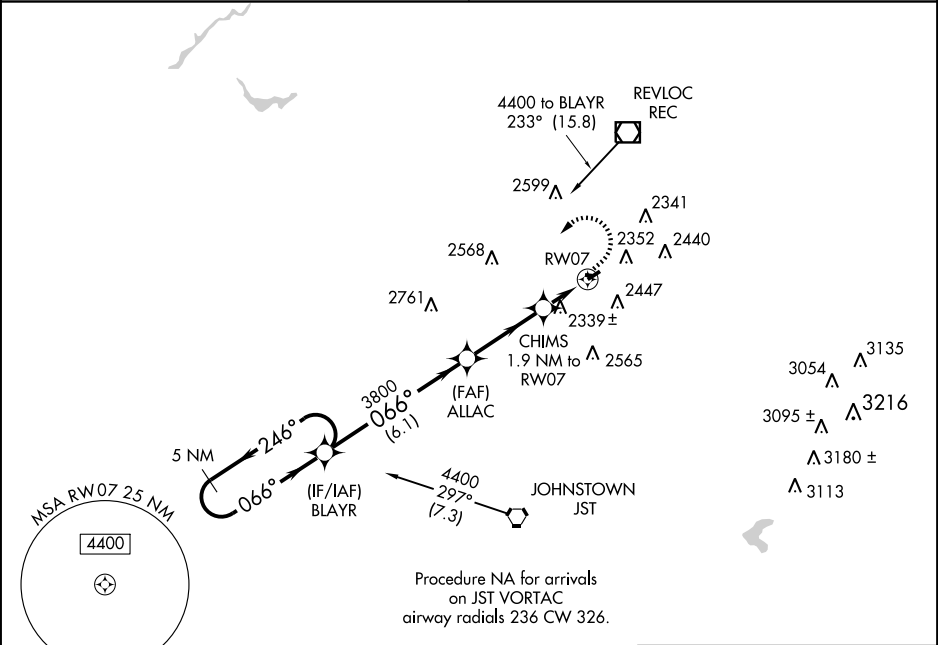
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1300-1¼	901 (1000-1¼)	NA		Min:Sec					

APP CRS	Rwy Idg	3204
066°	TDZE	2088
	Apt Elev	2099

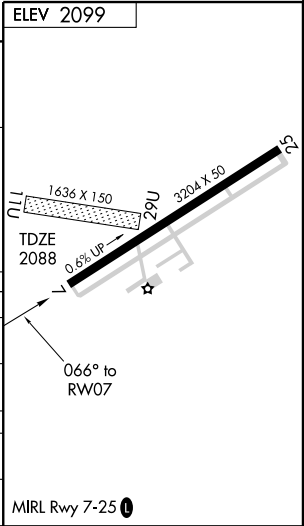
RNAV (GPS) RWY 7

EBENSBURG (9G8)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.
CLEVELAND CENTER 121.2 299.2	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	2600-1	512 (600-1)	2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2640-1	552 (600-1)	2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA



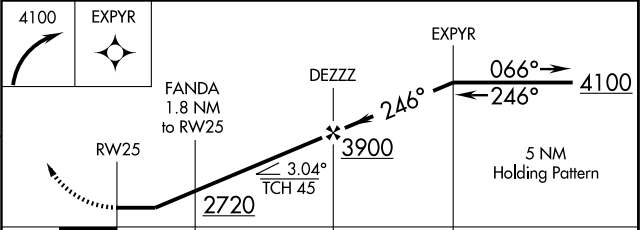
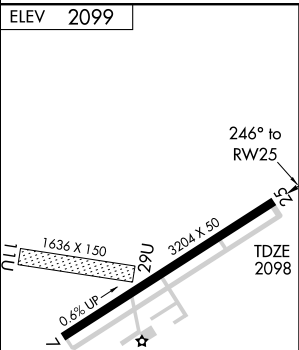
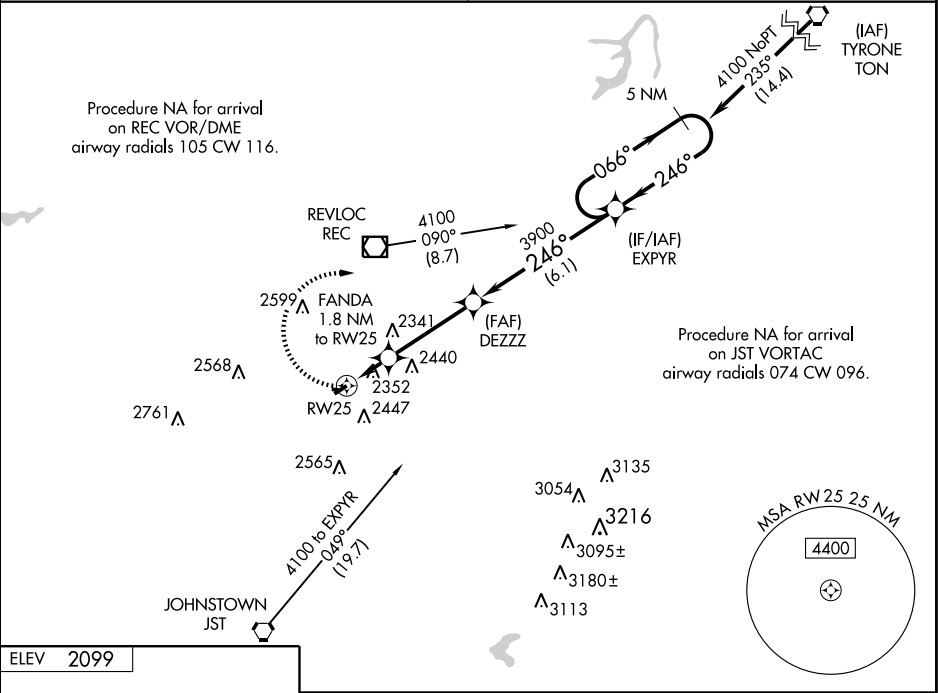
APP CRS	Rwy Idg	3204
246°	TDZE	2098
	Apt Elev	2099

RNAV (GPS) RWY 25

EBensburg (9G8)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.	MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.
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CLEVELAND CENTER 121.2 299.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	2620-1	522 (600-1)	2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1	562 (600-1)	2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

VOR/DME REC 110.6 Chan 43	APP CRS 203°	Rwy Idg TDZE Apt Elev	N/A N/A 2099
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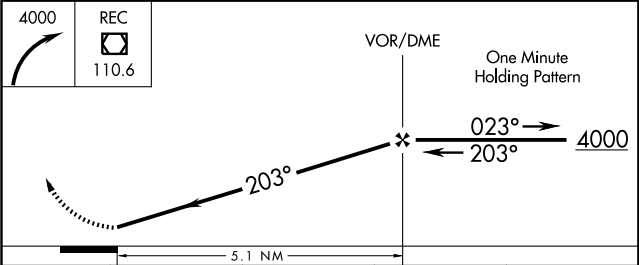
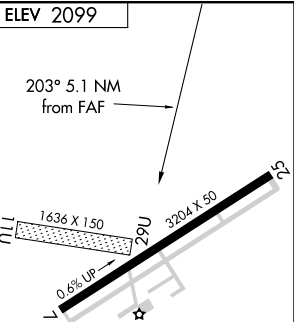
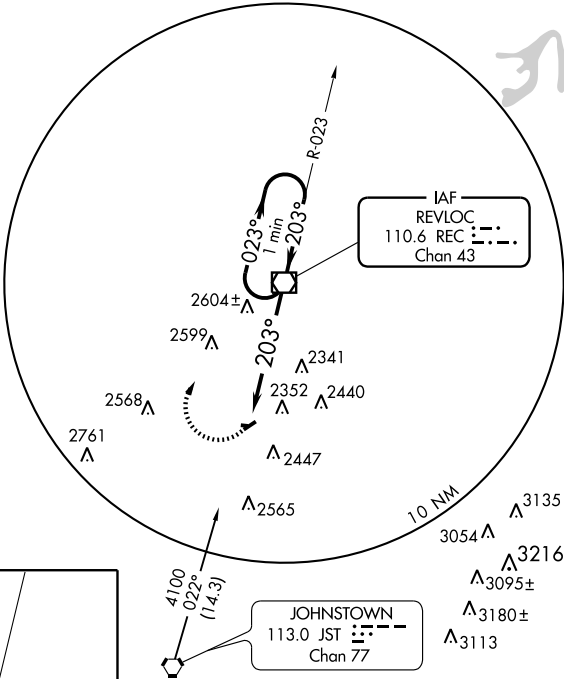
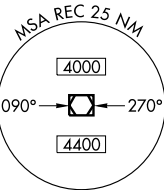
VOR-A
EBensburg (9G8)

Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

CLEVELAND CENTER
121.2 299.2

UNICOM
122.8 (CTAF)



MRL Rwy 7-25

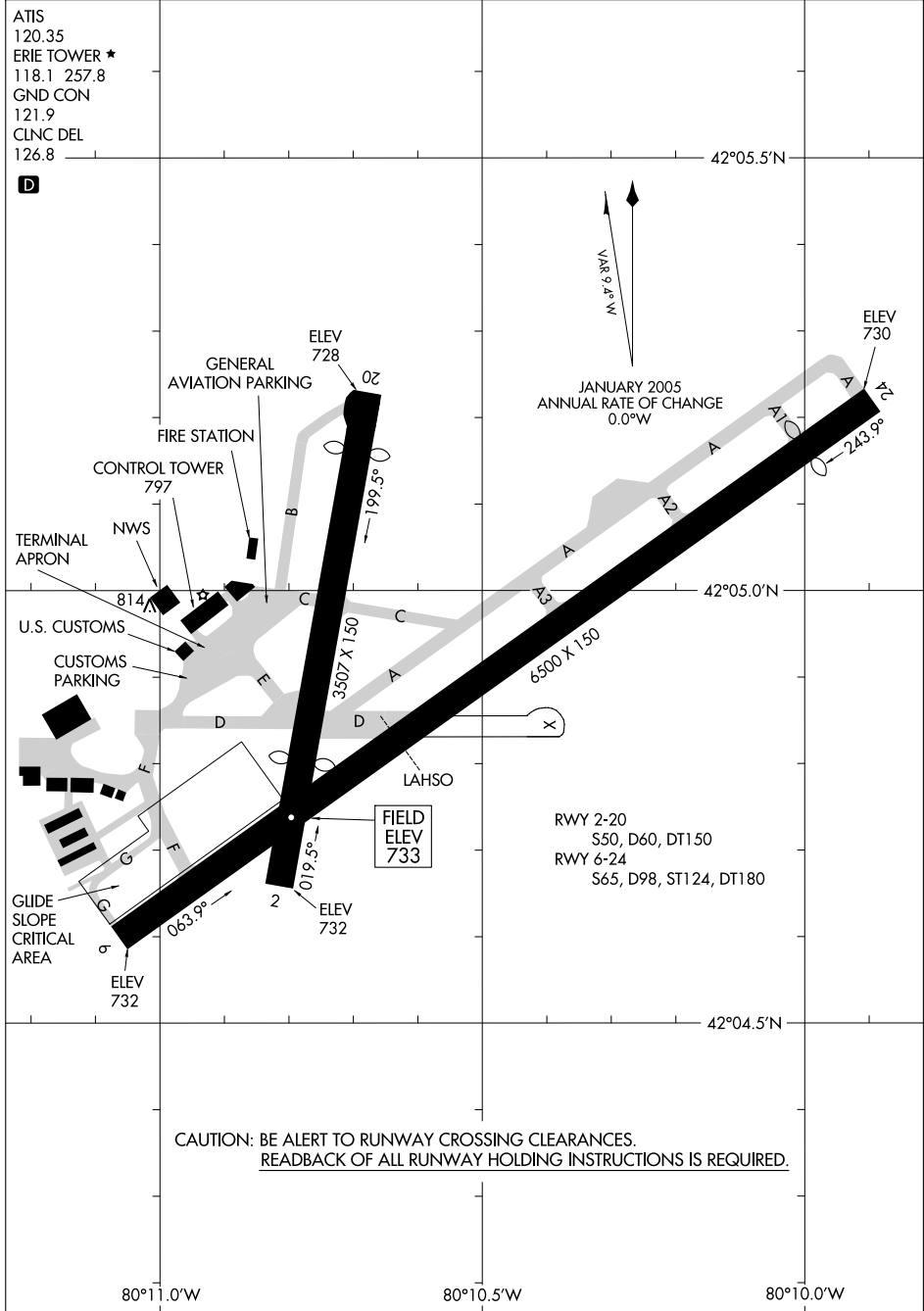
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



LOC I-AWY <u>110.3</u>	APP CRS 242°	Rwy Idg TDZE Apt Elev	6010 732 733
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ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats. C/D and Circling Cat. C visibilities $\frac{1}{4}$ mile, and Circling Cat. D visibility $\frac{1}{2}$ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 All Cats. visibility to 1 mile.

MALSR



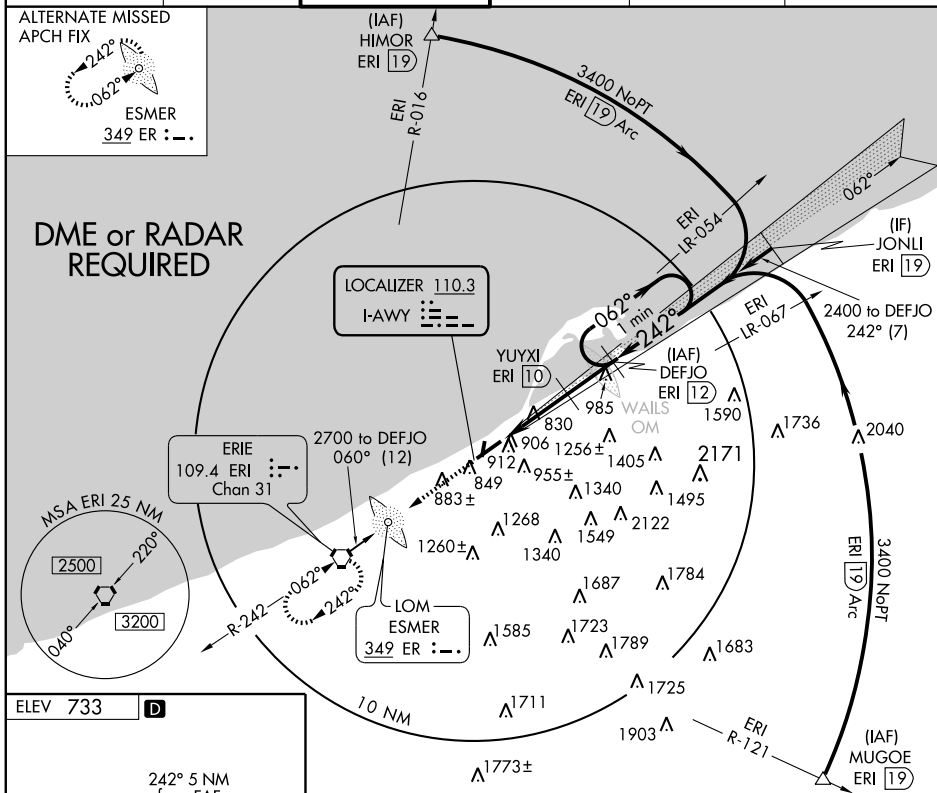
MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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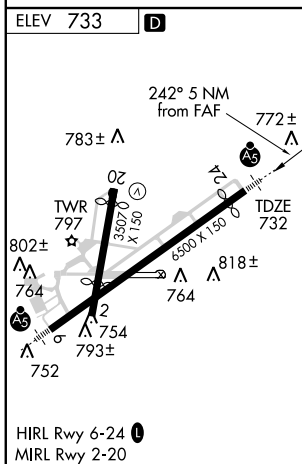
ALTERNATE MISSED
APCH FIX



DME or RADAR REQUIRED





NE-4, 17 DEC 2009 to 14 JAN 2010

[illegible]

LOC I-ERI <u>110.3</u>	APP CRS 062°	Rwy Idg TDZE Apt Elev	6500 733 733
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ILS or LOC RWY 6
ERIE INTL/TOM RIDGE FIELD (ERI)

-  Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6.
 For inoperative MALSRL, increase S-LOC 6 Cats. A/B visibility to RVR 5000.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use
 Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6
 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.
 For inoperative MALSRL, when using Ashtabula altimeter setting, increase S-ILS 6 all
 Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000.

MALSR



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3200 via ERI VORTAC
R-064 to HAMIT INT/ERI
17.7 DME and hold.

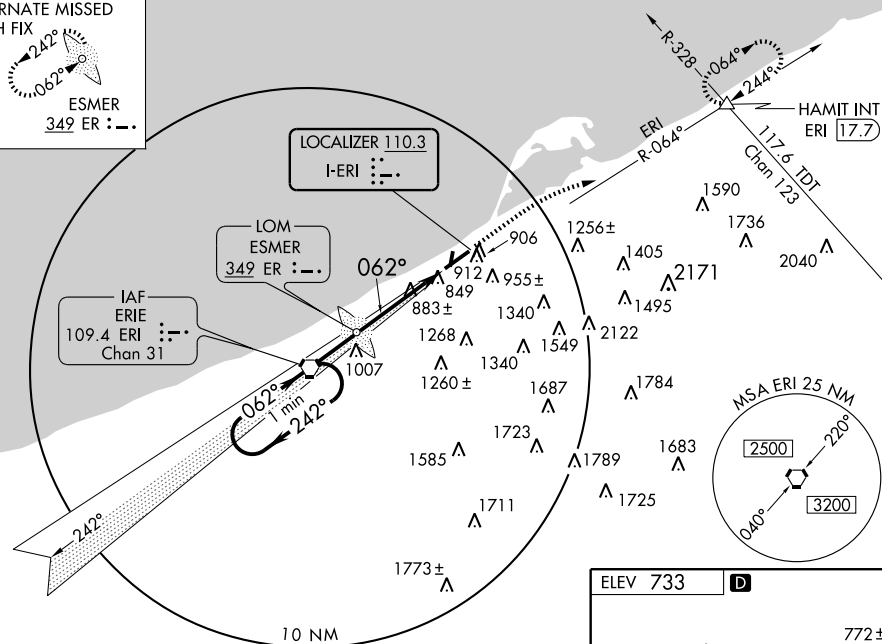
ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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ALTERNATE MISSED
APCH FIX



ESMER

349 ER : ■.



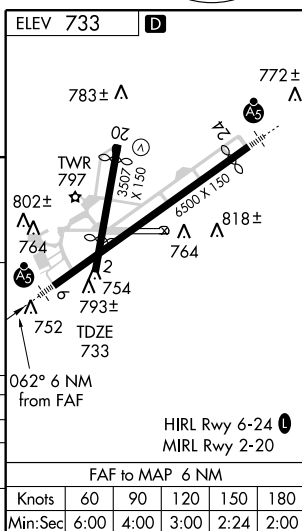
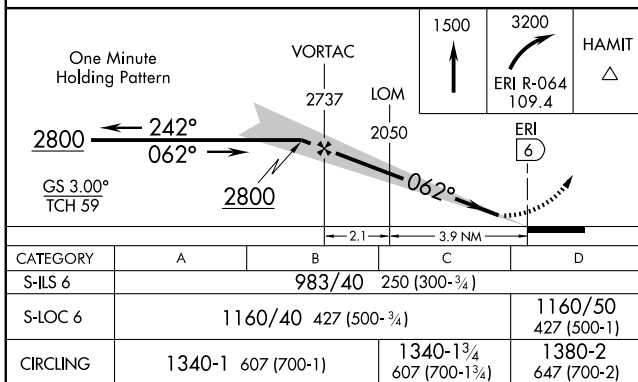
MSA ERI 25 NM

2500

22

ELEV 733

D



NE-4. 17 DEC 2009 to 14 JAN 2010

NDB RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

LOM ER	APP CRS	Rwy Idg	6500
349	062°	TDZE	733
		Apt Elev	733

⚠ Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

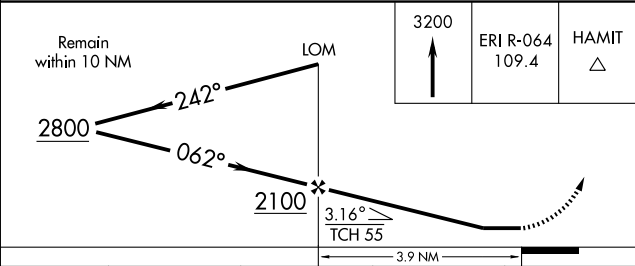
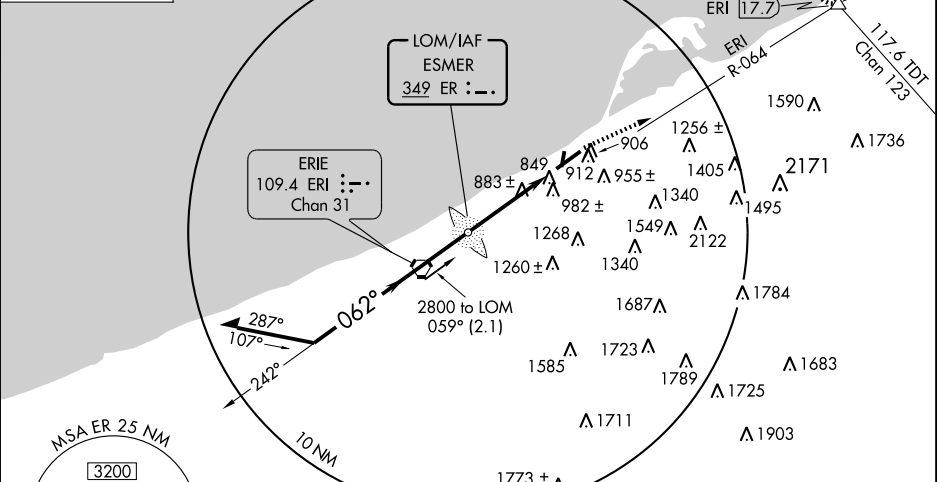
MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) 0 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

ESMER
349 ER :--.



CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

ELEV 733 **D**

HIRL Rwy 6-24
MIRL Rwy 2-20

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NDB CQD <u>372</u>	APP CRS 242°	Rwy Idg TDZE Apt Elev	6010 732 733
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NDB RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T Circling to Rwy 20 NA at night. When local altimeter setting not received, use
A Ashtribula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats.
 C/D and Circling Cat. D visibilities $\frac{1}{2}$ mile, and Circling Cat. C visibility $\frac{1}{4}$ mile.

MALSR

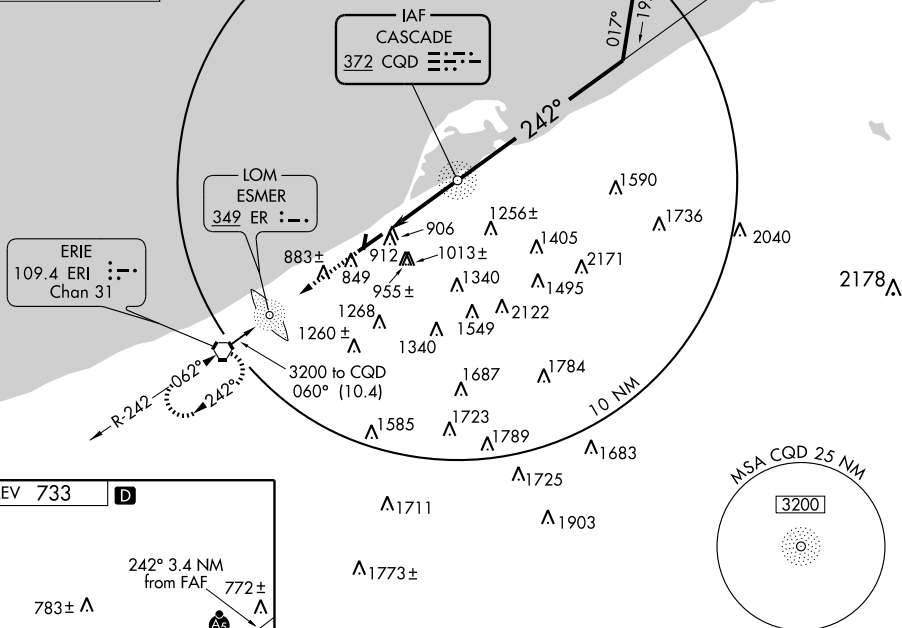
MISSED APPROACH:
Climb to 3000 direct
ERI VORTAC and hold.

ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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ALTERNATE MISSED
APCH FIX



ESMER
349 ER : _.



NE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 733

D

242° 3.4 NM
from FAF

783± Δ

772± Δ

TWR 797 ☆

3500 X 1.30

802± Δ

764 Δ

TDZE 732

6500 X 1.50

818± Δ

754 Δ

793± Δ

752 Δ

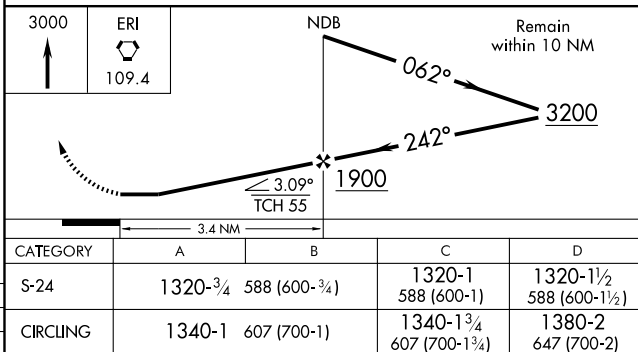
A5

HIRL Rwy 6-24 I

MIRL Rwy 2-20

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



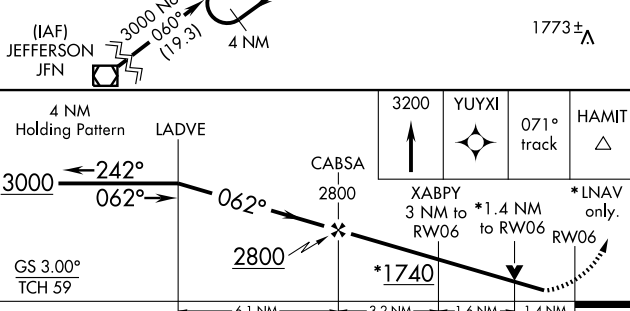
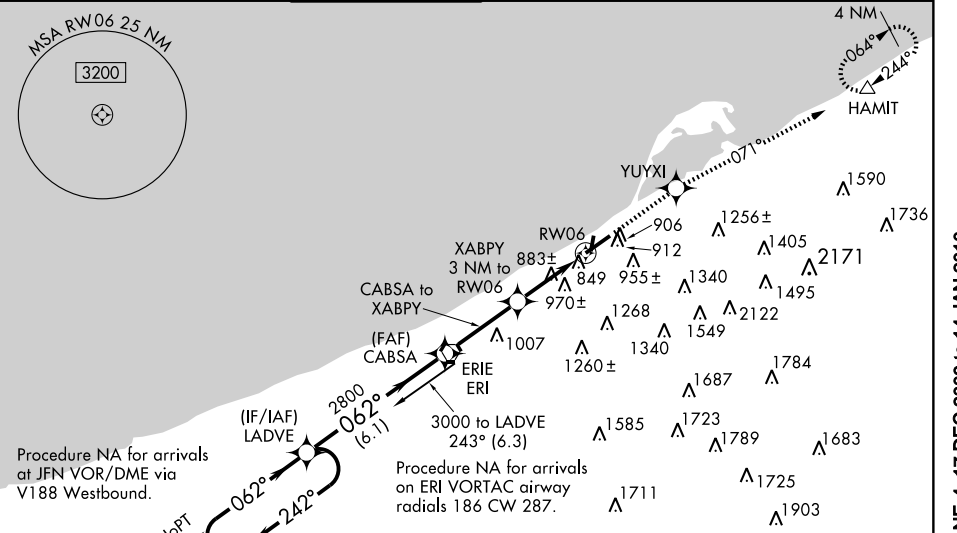
WAAS	APP CRS	Rwy Idg	6500
CH 77612	062°	TDZE	733
W06A		Apt Elev	733

⚠ Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats. visibility 1 mile, LNAV Cat. C and Circling Cat. C visibilities ½ mile, LNAV Cat. D and Circling Cat. D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats. visibility to RVR 6000 and LNAV Cats. A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

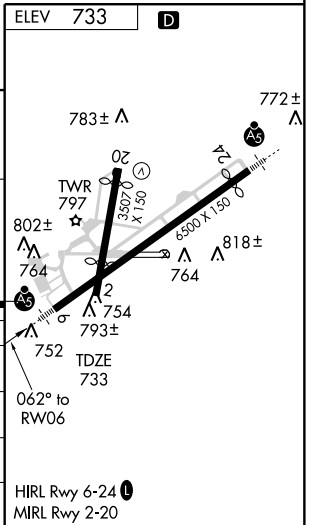
MALSR

MISSED APPROACH:
Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) 0 257.8	121.9	126.8	122.95



CATEGORY	A	B	C	D
LPV DA	983/40 250 (300-¾)			
LNAV/VNAV DA	1274/60 541 (600-1¼)			
LNAV MDA	1240/40	507 (600-¾)	1240/50	507 (600-1)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)



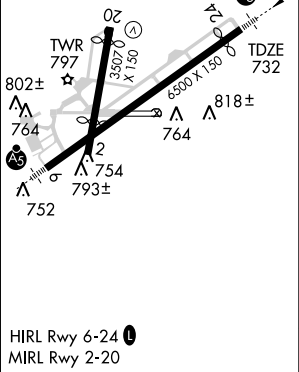
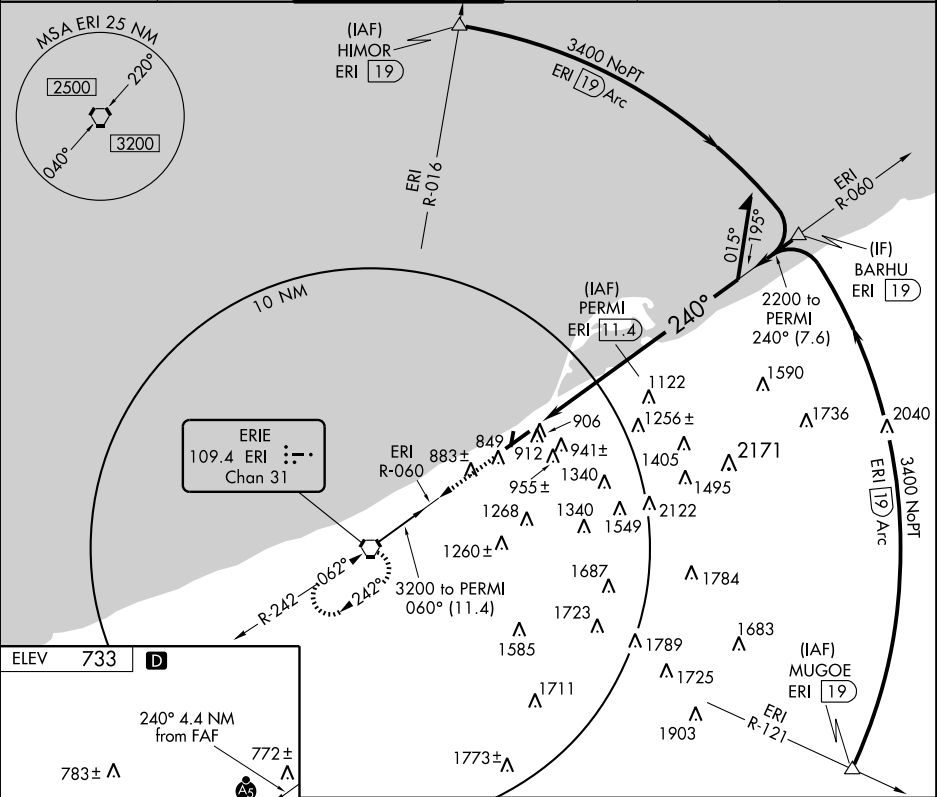
NE-4.17 DEC 2009 to 14 JAN 2010

VORTAC ERI 109.4 Chan 31	APP CRS 240°	Rwy Idg TDZE Apt Elev 733	6010 732 733
--	------------------------	--	---

VOR/DME RWY 24
ERIE INTL/TOM RIDGE FIELD (ERI)

<p>▼ Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.</p>	<p>MALS A5</p>	<p>MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.</p>
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ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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	3000	ERI 109.4	PERMI ERI 11.4	Remain within 10 NM
	ERI 8.5	ERI 7	2200	060° 240° 3200
	1.5	2.9 NM	≤ 3.02° TCH 55	
CATEGORY	A	B	C	D
S-24	1260-½ 528 (600-½)		1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

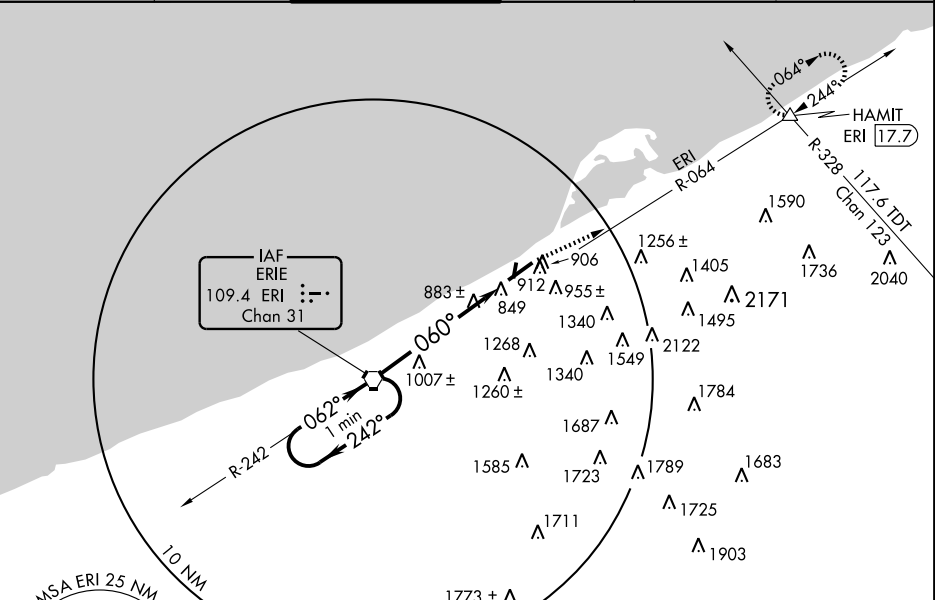
VORTAC ERI	APP CRS	Rwy Idg	6500
109.4	060°	TDZE	733
Chan 31		Apt Elev	733

⚠ Circling to Rwy 20 NA at night. For inoperative MALSRL, increase Cats. A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSRL, when using Ashtabula altimeter setting, increase S-6 Cats. A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

MALSRL

MISSED APPROACH:
Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) 0 257.8	121.9	126.8	122.95



One Minute Holding Pattern

2800 ← 242°

062° → 2700

VORTAC

3200

ERI R-064 109.4

HAMIT

3.00' TCH 55

060°

ERI 4.5

ERI 6

4.5 NM

1.5

CATEGORY	A	B	C	D
S-6	1260/40	527 (600-¾)	1260/50 527 (600-1)	1260/60 527 (600-1½)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

ELEV 733

D

772 ±

783 ±

797

TWR

802 ±

764

752

754

793 ±

733

TDZE

060° 6 NM from FAF

HIRL Rwy 6-24

MIRL Rwy 2-20

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4.17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

RNAV (GPS) RWY 4

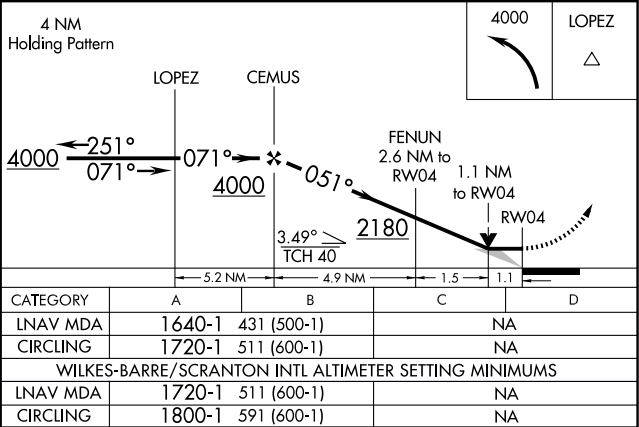
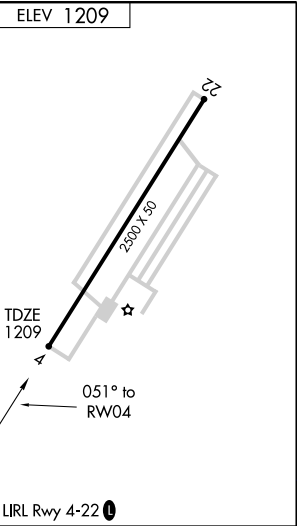
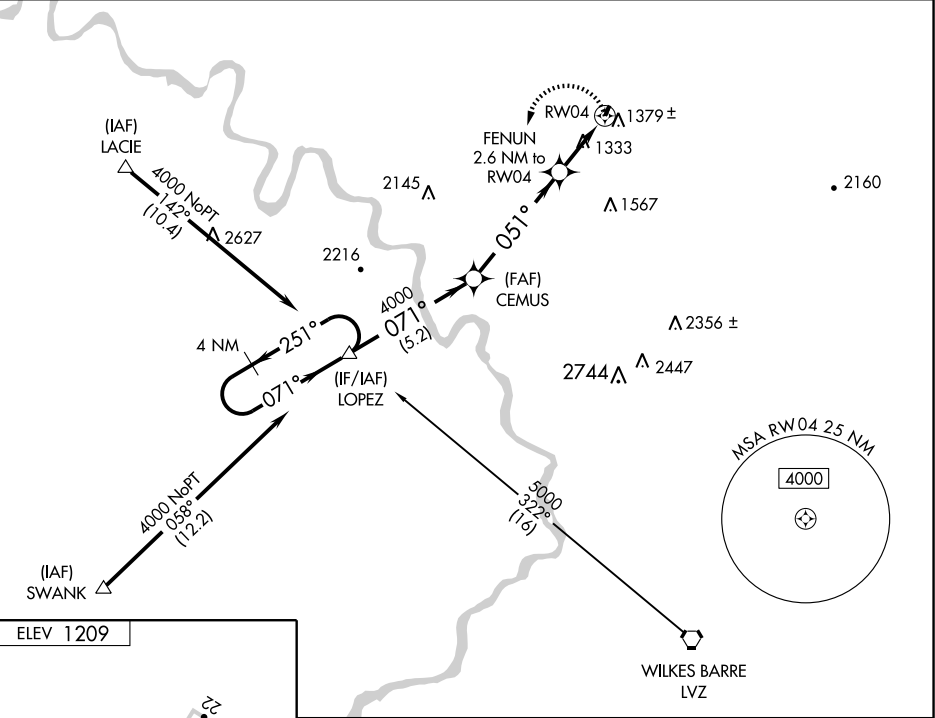
FACTORYVILLE/ SEAMANS FIELD (9N3)

⚠ DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
⚠ NA VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

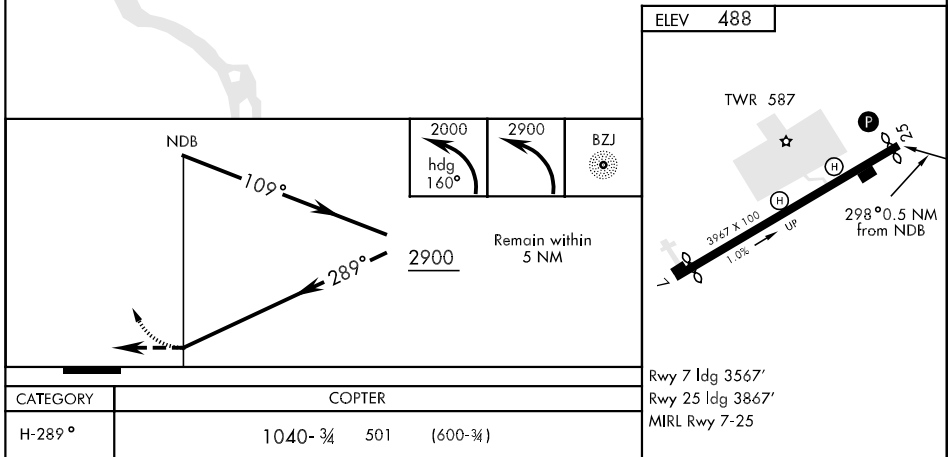
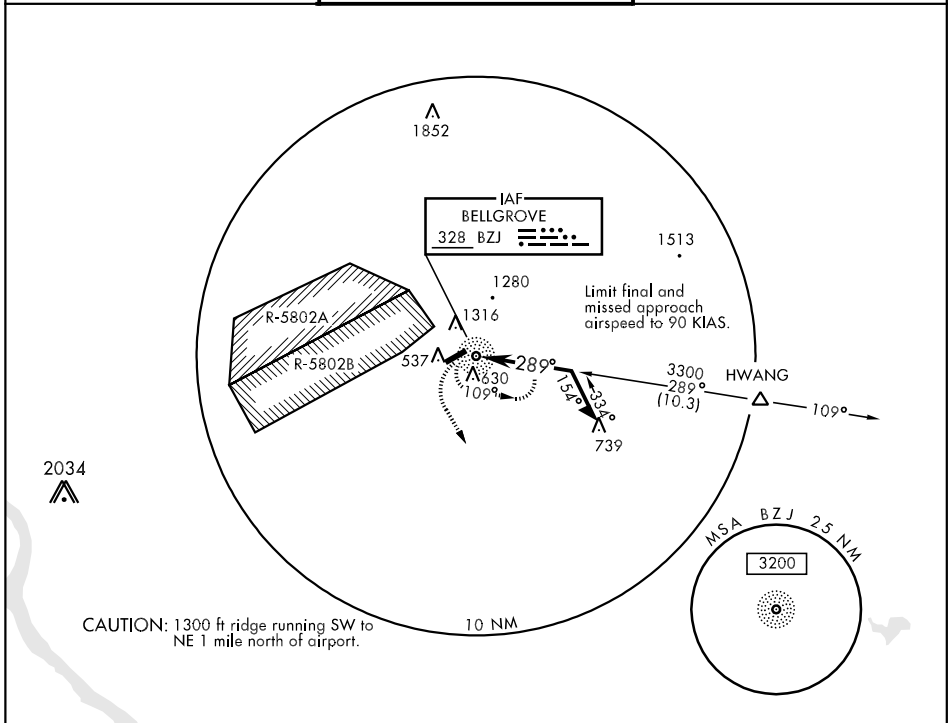
MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON
124.5 256.7

UNICOM
122.7 (CTAF) 0



NDB BZJ 328	APCH CRS 289°	Rwy Idg TDZE Arpt Elev N/A N/A 488	AL-6422 [USA]	MUIR AAF (KMUI)
<p>▼ When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.</p> <p>▲ Proceed VFR from BZJ NDB or conduct the specified missed approach.</p>			<p>MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.</p>	
<p>HARRISBURG APP CON 118.25 269.45</p>		<p>MUIR TOWER ★ 126.2 (CTAF) 0 241.0</p>		<p>GND CON 121.625 265.6</p>



NDB BZJ 328	APCH CRS 289°	Rwy ldg TDZE Arpt Elev N/A N/A 488
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AL-6422 [USA]

MUIR AAF (KMUI)

V VOR receiver required for this approach.
A When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

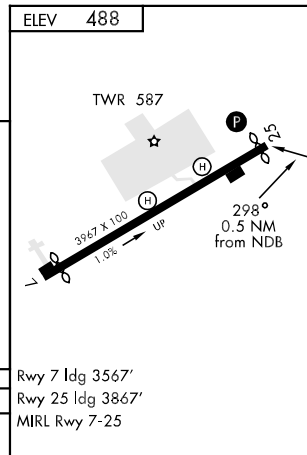
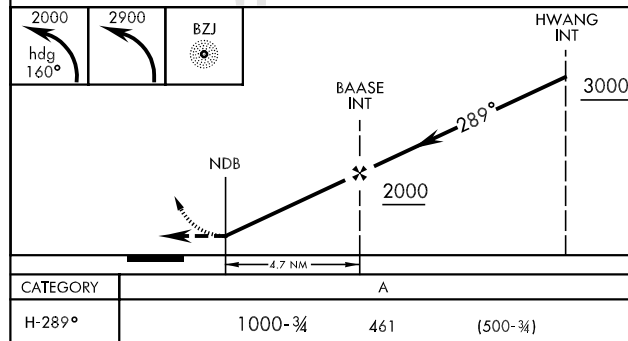
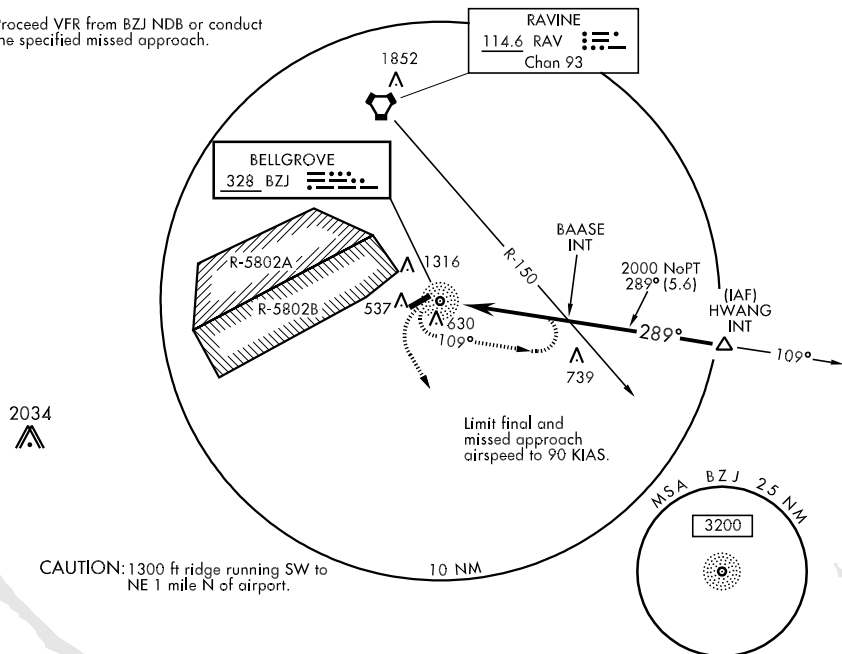
HARRISBURG APP CON
118.25 269.45

MUIR TOWER ★
126.2 (CTAF) 0 241.0

GND CON
121.625 265.6

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.



APCH CRS **278°**
 Rwy Idg **3867**
 TDZE **488**
 Arpt Elev **488**

AL-6422 [USA]

MUIR AAF (KMUI)

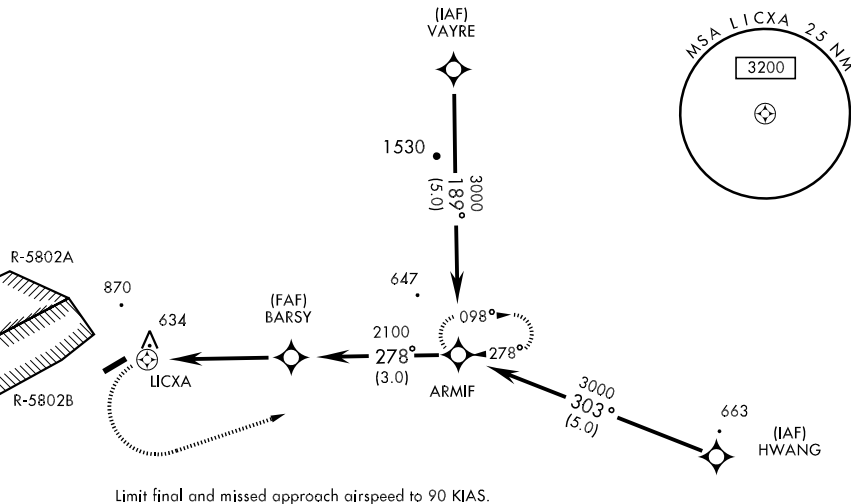
▼ When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

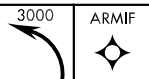
HARRISBURG APP CON
118.25 269.45

MUIR TOWER ★
126.2 (CTAF) 0 241.0

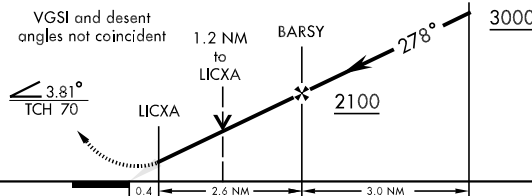
GND CON
121.625 265.6



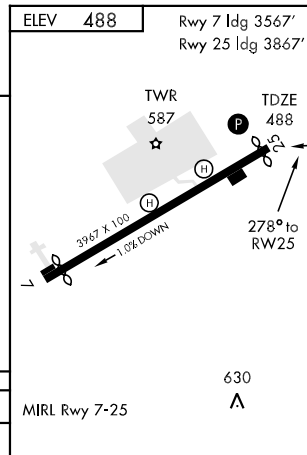
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.



VDP NA when using Harrisburg Intl altimeter setting.



CATEGORY	COPTER
H-25	1060 - 1/2 572 (600 - 1/2)



MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)

FORT INDIANTOWN GAP, PENNSYLVANIA

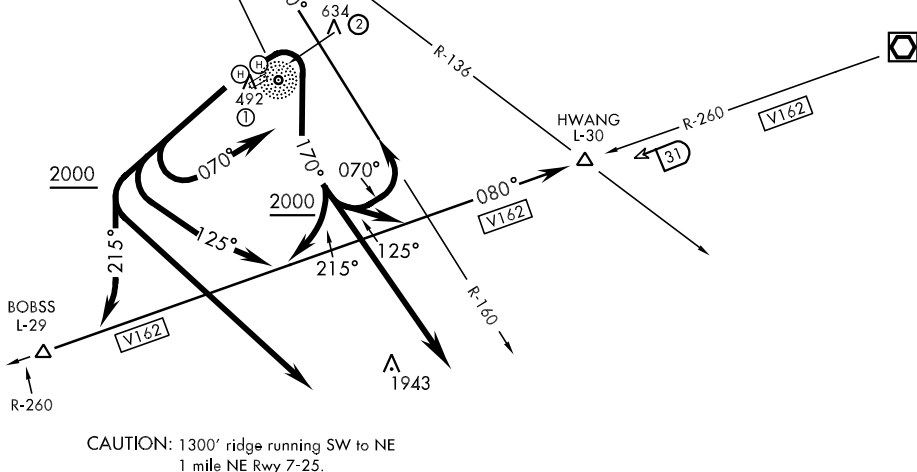
MUIR GND CON
121.625 265.6
MUIR TOWER ★
126.2 (CTAF) 241.0
HARRISBURG DEP CON
118.25 269.45

SL-6422 [USA]

RAVINE
114.6 RAV
Chan 93
L-30

EAST TEXAS
110.2 ETX
Chan 39
L-30-34

BELLGROVE
328 BZJ
L-30



- ① Located on arpt SW end of Rwy 25
- ② Located ¾ mi NE of Rwy 7

DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)

FORT INDIANTOWN GAP, PENNSYLVANIA

NE-4, 17 DEC 2009 to 14 JAN 2010

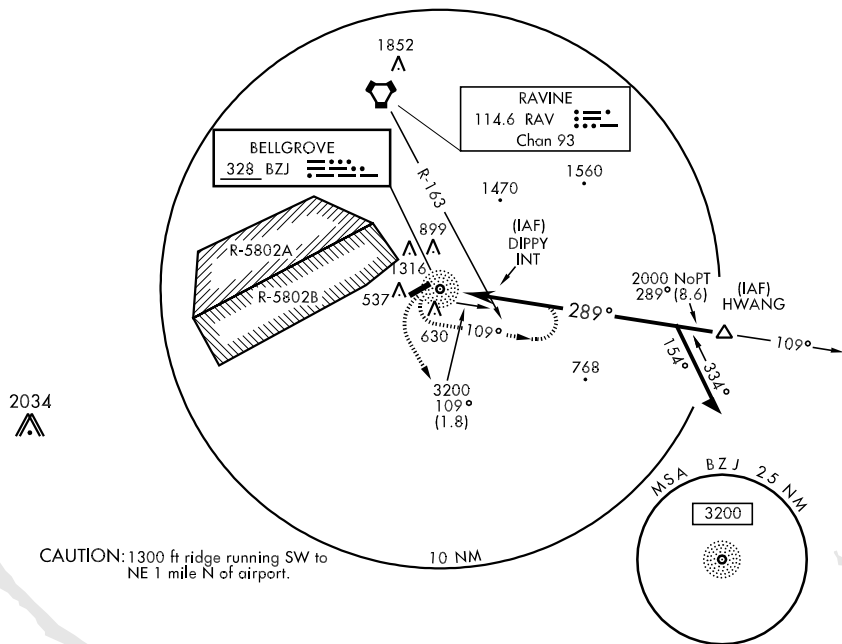
NDB BZJ 328	APCH CRS 289°	Rwy Idg TDZE Arpt Elev N/A N/A 488	AL-6422 [USA]	MUIR AAF (KMUI)
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- V** * Circling N Rwy 7-25 not authorized.
A When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

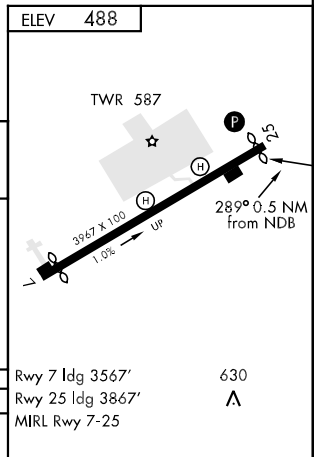
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

HARRISBURG APP CON 118.25 269.45	MUIR TOWER ★ 126.2 (CTAF) 0 241.0	GND CON 121.625 265.6
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Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.



CAUTION: 1300 ft ridge running SW to NE 1 mile N of airport.



ELEV 488				
TWR 587				
289° 0.5 NM from NDB				
3967 X 100 1.0% UP				
Rwy 7 Idg 3567' 630				
Rwy 25 Idg 3867' A				
MIRL Rwy 7-25				
CATEGORY	A	B	C	D
CIRCLING *	1420-1 ¼	932 (1000-1 ¼)	N/A	

APCH CRS 054°	Rwy Idg TDZE Arpt Elev	N/A N/A 488
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AL-6422 [USA]

MUIR AAF (KMUI)



DME/DME RNP-0.3 NA.



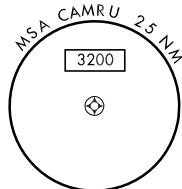
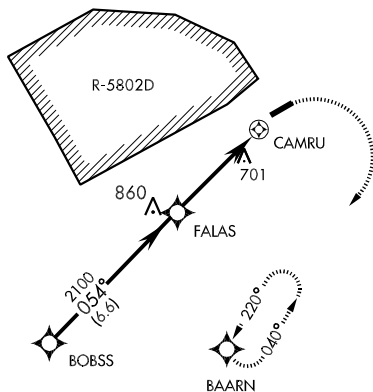
* Circling N/A N of RWY 7/25.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

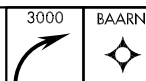
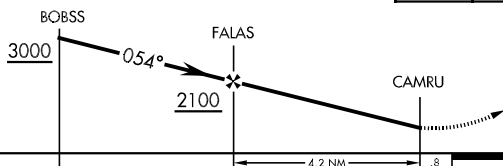
HARRISBURG APP CON
118.25 269.45

MUIR TOWER ★
126.2 (CTAF) 0 241.0

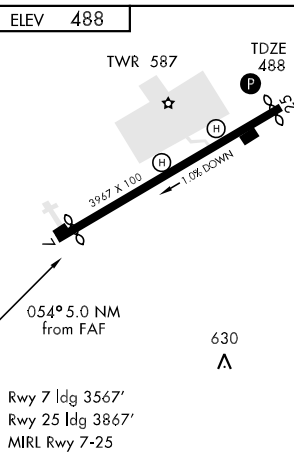
GND CON
121.625 265.6



RADAR REQUIRED



CATEGORY	A		B		C	D
CIRCLING *	1100-1	612	(700-1)		1100-1¾ 612 (700-1¾)	NA
HARRISBURG, PA ALTIMETER SETTING MINIMA						
CIRCLING *	1180-1	692	(700-1)		1180-1¾ 692 (700-1¾)	NA



LOC I-FKL	APP CRS	Rwy Idg	5200
110.5	207°	TDZE	1540
		Apt Elev	1540

ILS or LOC RWY 21
FRANKLIN/ VENANGO RGNL (F'KL)

▼ If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

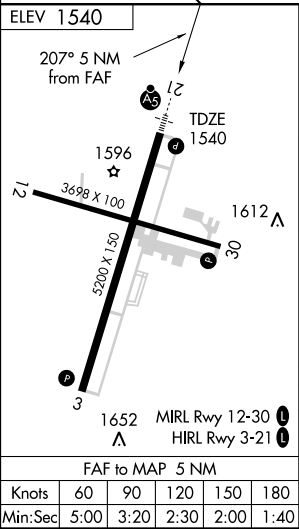
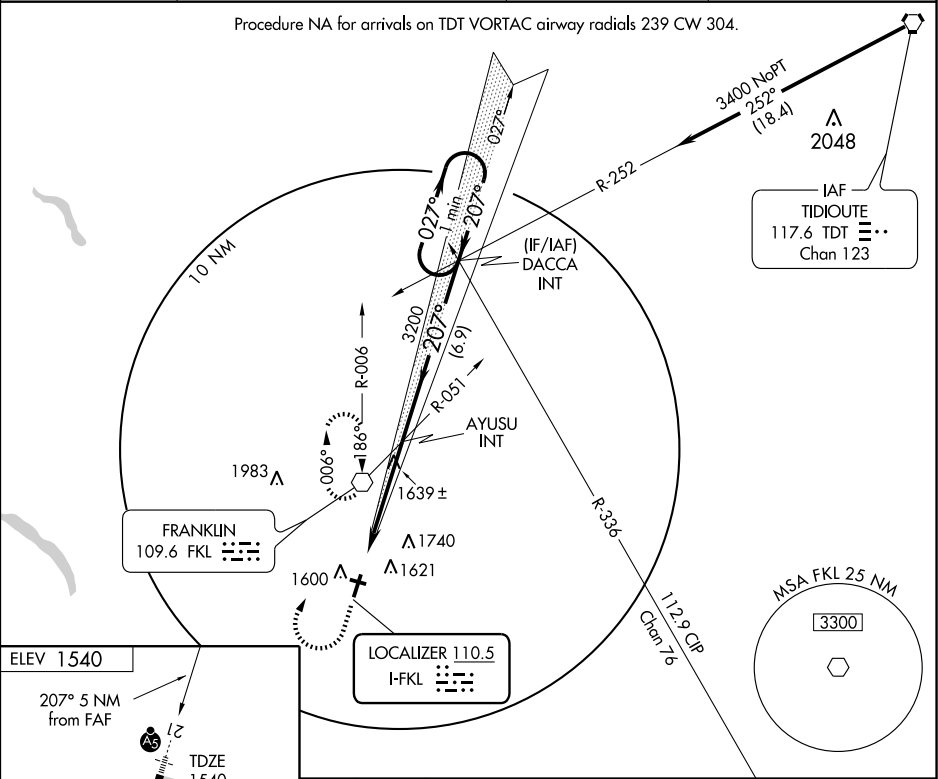
▲

MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

AWOS-3 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.



2200	3400	FKL	VGSI and ILS glidepath not coincident.	DACCA INT	One Minute Holding Pattern
↑	↷	109.6	AYUSU INT		
CATEGORY	A	B	C	D	
S-ILS-21	1740-½ 200 (200-½)				
S-LOC-21	1900-½ 360 (400-½)				1900-¾ 360 (400-¾)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)	

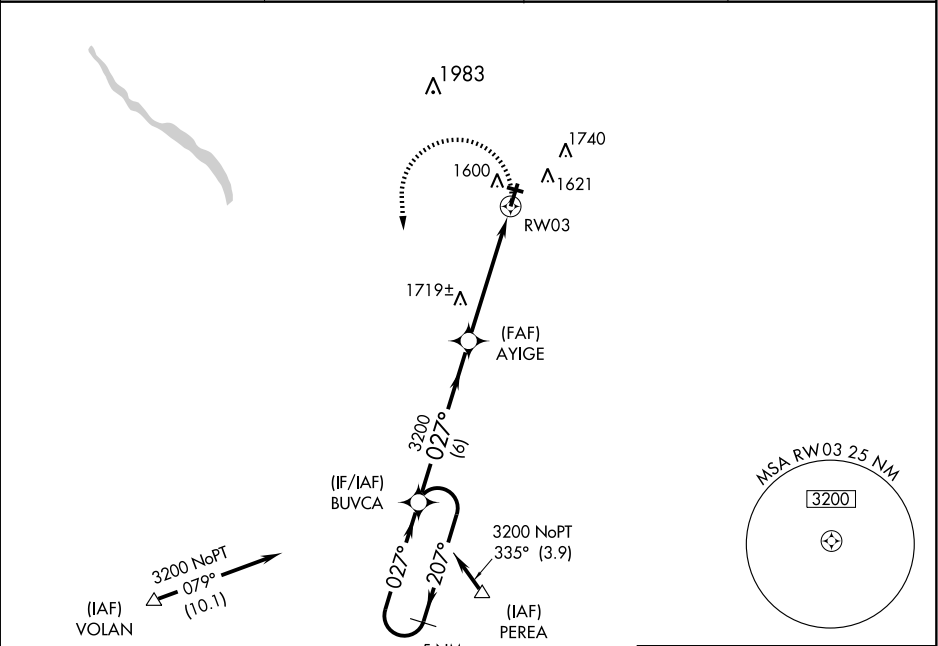
RNAV (GPS) RWY 3
FRANKLIN/ VENANGO RGNL (F'KL)

APP CRS	Rwy Idg	5200
027°	TDZE	1540
	Apt Elev	1540

▼ When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

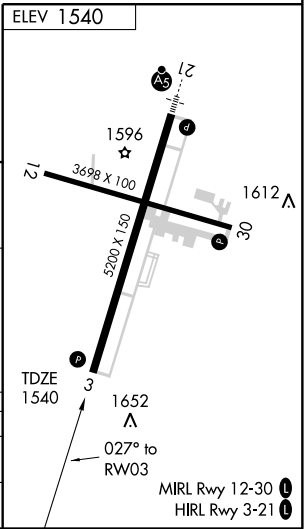
MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

AWOS-3 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.

5 NM Holding Pattern				
BUVCA				
AYIGE				
RW03				
3200				
6 NM				
5 NM				
CATEGORY	A		B	
LNAV MDA	1980-1 440 (500-1)		1980-1½ 440 (500-1½)	
CIRCLING	1980-1 440 (500-1)		2000-1 460 (500-1)	



WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg TDZE Apt Elev	5200 1540 1540
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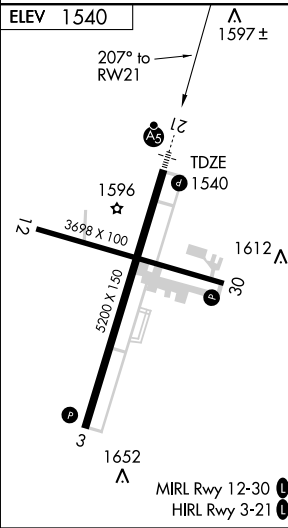
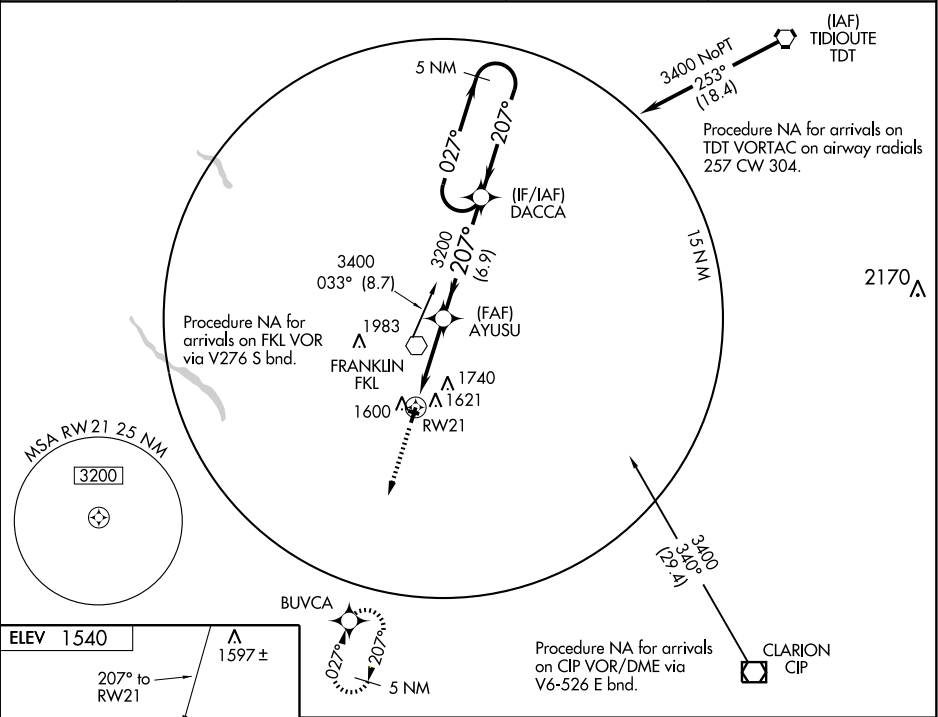
RNAV (GPS) RWY 21
FRANKLIN/ VENANGO RGNL (FKL)




▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1½. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter settings.



MISSED APPROACH:
Climb to 3400 direct
BUVCA and hold.

AWOS-3 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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3400	BUVCA	VGSI and RNAV glidepath not coincident.		5 NM Holding Pattern	
					
*LNAV only	*1 NM TO RW21	AYUSU	DACCA	027° → ← 207° 3400	
				GS 3.00° TCH 55	
CATEGORY	A	B	C	D	
LPV DA	1803-½ 263 (300-½)				
LNAV/ VNAV DA	1901-¾ 361 (400-¾)				
LNAV MDA	1900-½ 360 (400-½)				1900-1 360 (400-1)
CIRCLING	1960-1¼ 420 (500-1¼)	2000-1¼ 460 (500-1¼)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)	

VOR FKL 109.6	APP CRS 010°	Rwy Idg 5200 TDZE 1540 Apt Elev 1540
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VOR RWY 3
FRANKLIN/ VENANGO RGNL (FKL)

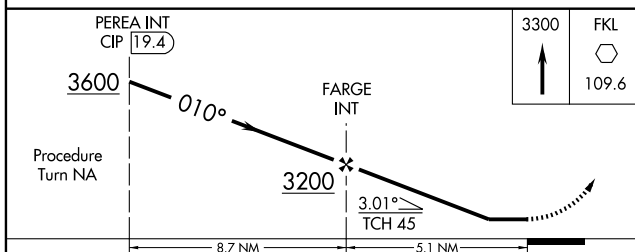
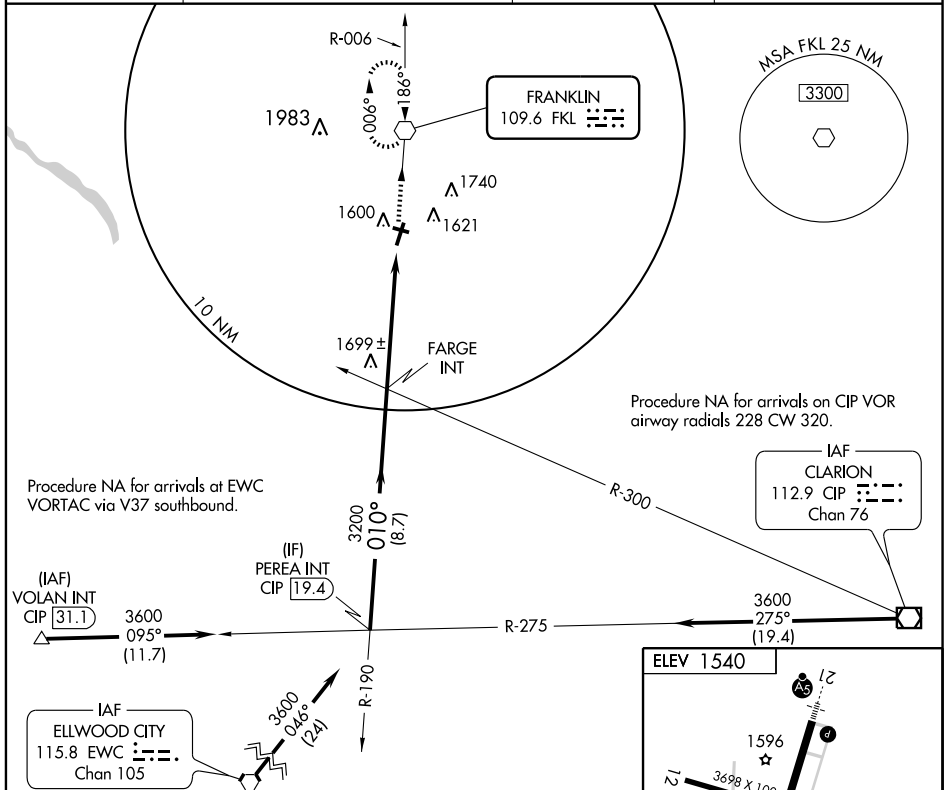
T If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet.
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3
118.175

YOUNGSTOWN APP CON ★
126.25 322.3

CLNC DEL
126.25

UNICOM
122.7 (CTAF) **L**

CATEGORY	S-1		S-2		MIRL Rwy 12-30 HIRL Rwy 3-21					
	A	B	C	D	FAF to MAP 5.1 NM					
S-3	1960-1 420 (500-1)		1960-1 ¼ 420 (500-1 ¼)							
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1 ½ 460 (500-1 ½)	2100-2 560 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

The diagram illustrates the MIRA VOR/DME station and its associated flight paths. Key features include:

- VOR Station:** Located at the top center, with a frequency of 113.9 MHz.
- DME Arcs:** Two concentric arcs are shown, labeled 2700 and 3200 feet.
- Flight Paths:**
 - A path from the VOR station to the 3200 DME arc, labeled "007°".
 - A path from the 3200 DME arc back to the VOR station, labeled "187°".
 - A path from the 3200 DME arc to the 2700 DME arc, labeled "3.13° TCH 57".
 - A path from the 2700 DME arc to the VOR station, labeled "3.3 NM".
- Distances:**
 - Distance from VOR to 3200 DME arc: 3.3 NM.
 - Distance from 3200 DME arc to 2700 DME arc: 3.13° TCH 57.
 - Distance from 2700 DME arc to VOR: 3.3 NM.
- Other Information:**
 - "Remain within 10 NM" label near the 3200 DME arc.
 - "VGSI and descent angles not coincident."
 - "FAF to MAP 3.3 NM" label below the diagram.

VOR or GPS-A
GREENVILLE MUNI (4G1)

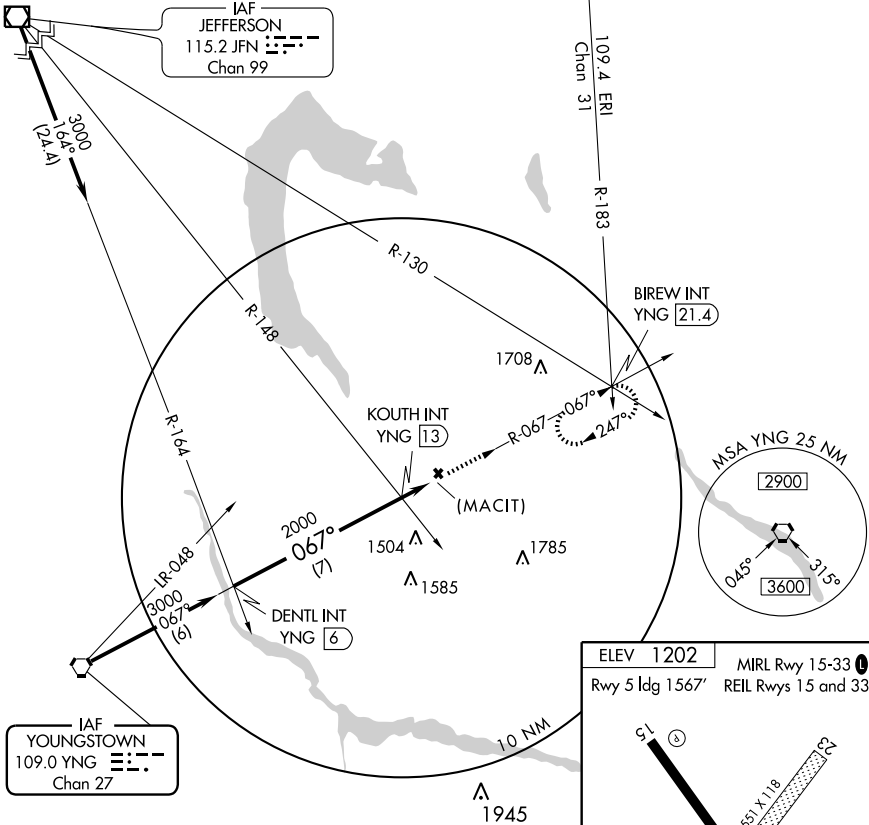
VORTAC YNG 109.0 Chan 27	APP CRS 067°	Rwy Idg TDZE Apt Elev 1202	N/A N/A 1202
--------------------------------	-----------------	-------------------------------------	--------------------

▲ NA Use Youngstown altimeter setting.

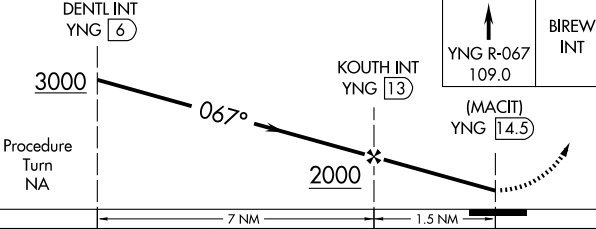
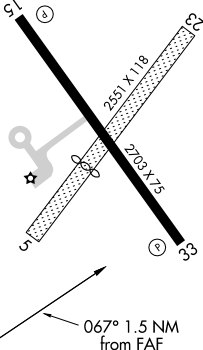
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF) 0



ELEV 1202 MRL Rwy 15-33 0
Rwy 5 Idg 1567' REIL Rws 15 and 33



CATEGORY	A	B	C	D	FAF to MAP 1.5 NM					
CIRCLING	1720-1	523 (600-1)	NA	NA	Knots	60	90	120	150	180
					Min:Sec	1:30	1:00	0:45	0:36	0:30

APP CRS **101°**
Rwy Idg **3910**
TDZE **1371**
Apt Elev **1371**

RNAV (GPS) RWY 10

GROVE CITY (29D)

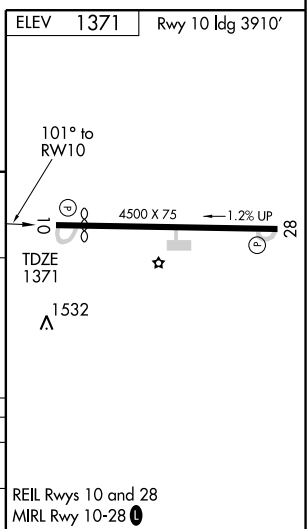
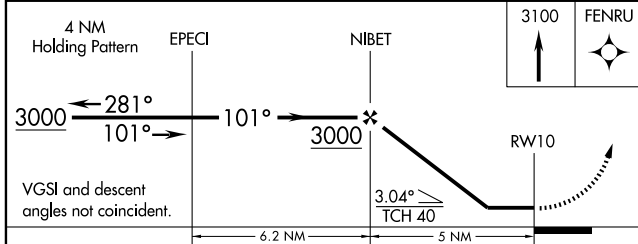
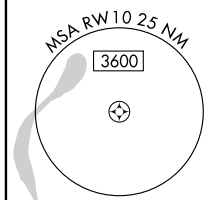
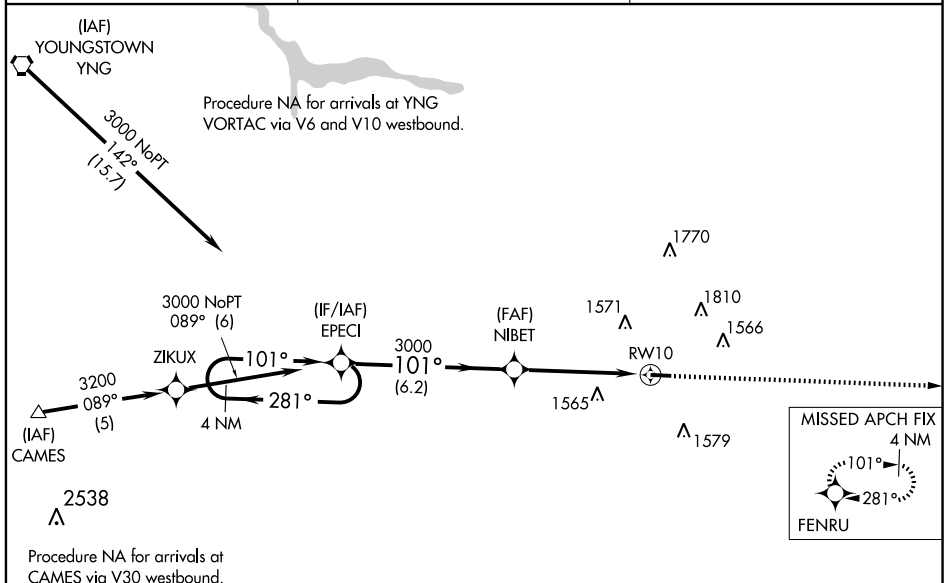
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3
118.175

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1860-1 489 (500-1)	1860-1¼ 489 (500-1¼)	1860-1½ 489 (500-1½)	1860-1¾ 489 (500-1¾)
CIRCLING	1920-1 549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)	

REIL Rwy 10 and 28
MIRL Rwy 10-28

▼

▲ NA

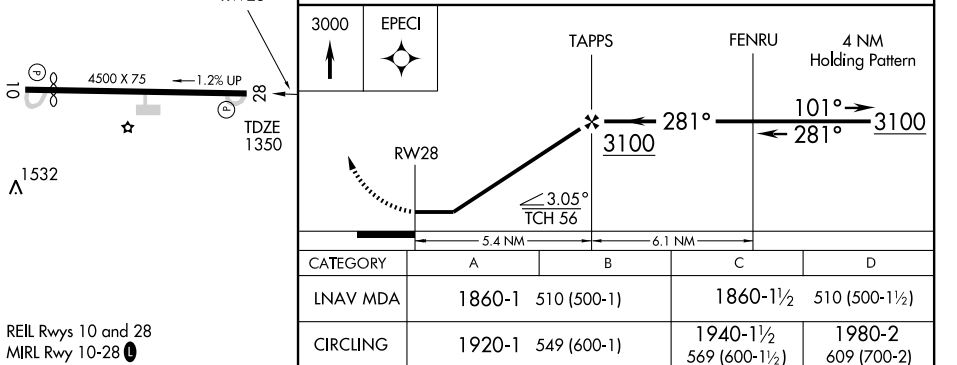
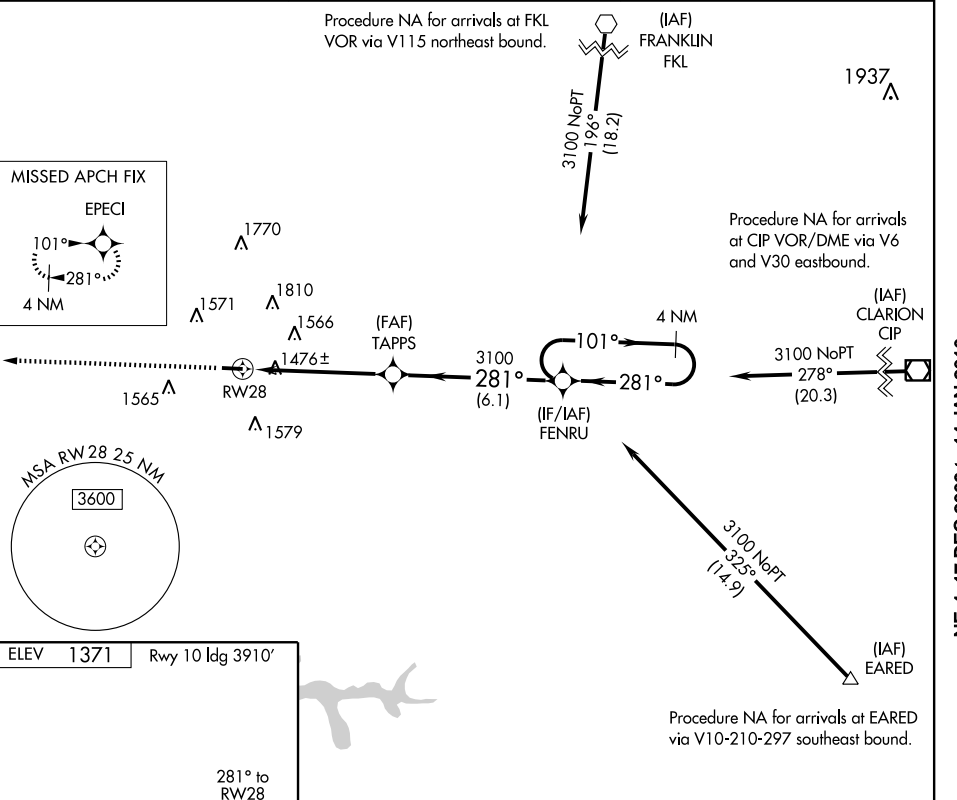
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Franklin altimeter setting; when not received, use
Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to
3000 direct EPECI and hold.

FRANKLIN AWOS-3
118.175

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF) ①



NE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC EWC 115.8 Chan 105	APP CRS 014°	Rwy Idg TDZE Apt Elev 1371	N/A N/A 1371
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VOR-A

GROVE CITY (29D)

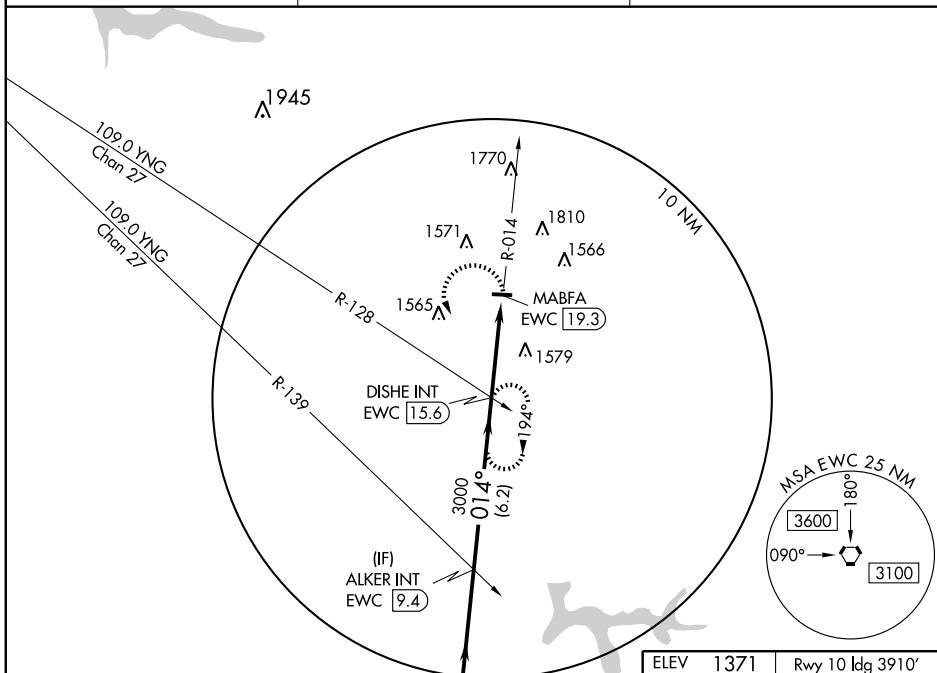
▼ Use Franklin altimeter setting; when not received,
▲ NA use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000
via EWC R-014 to DISHE Int/15.6 DME and hold,
continue climb-in-hold to 3000.

FRANKLIN AWOS-3
118.175

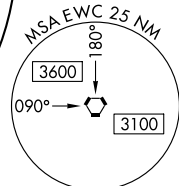
YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF) 0

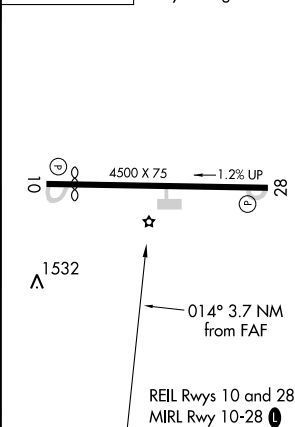
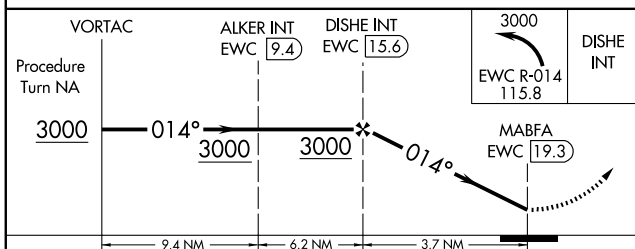


Procedure NA for arrivals at
EWC VORTAC via V-37 southbound.

IAF
ELLWOOD CITY
115.8 EWC
Chan 105



ELEV **1371** Rwy 10 Idg 3910'



CATEGORY	A	B	C	D	FAF to MAP 3.7 NM					
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)	Knots	60	90	120	150	180
					Min:Sec	3:42	2:28	1:51	1:29	1:14

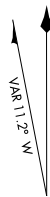
AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

ATIS
134.95
CAPITAL CITY TOWER ★
119.5 257.8
GND CON
121.9

RWY 8-26
S65, D105, ST133, DT185
RWY 12-30
S40, D65, ST82, DT115



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E

40°13.5'N

GENERAL AVIATION PARKING

TERMINAL

CONTROL TOWER

ELEV
334

12

0.3% UP
127.7°

LAHSO

5001 X 150

FIELD
ELEV
347

26

262.4°

40°13.0'N

8

082.4°

ELEV
335

GENERAL AVIATION
PARKING

3925 X 100

307.7°

ELEV
344

30

Λ 452

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°51.5'W

76°51.0'W

76°50.5'W

40°12.5'N

LOC I-CXY <u>109.1</u>	APP CRS 082°	Rwy Idg 5001 TDZE 342 Apt Elev 347
----------------------------------	------------------------	---

ILS or LOC RWY 8
HARRISBURG / CAPITAL CITY (CXY)

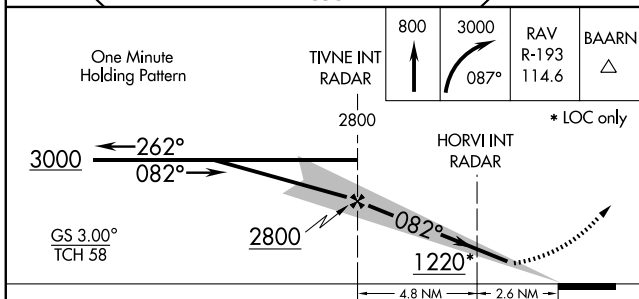
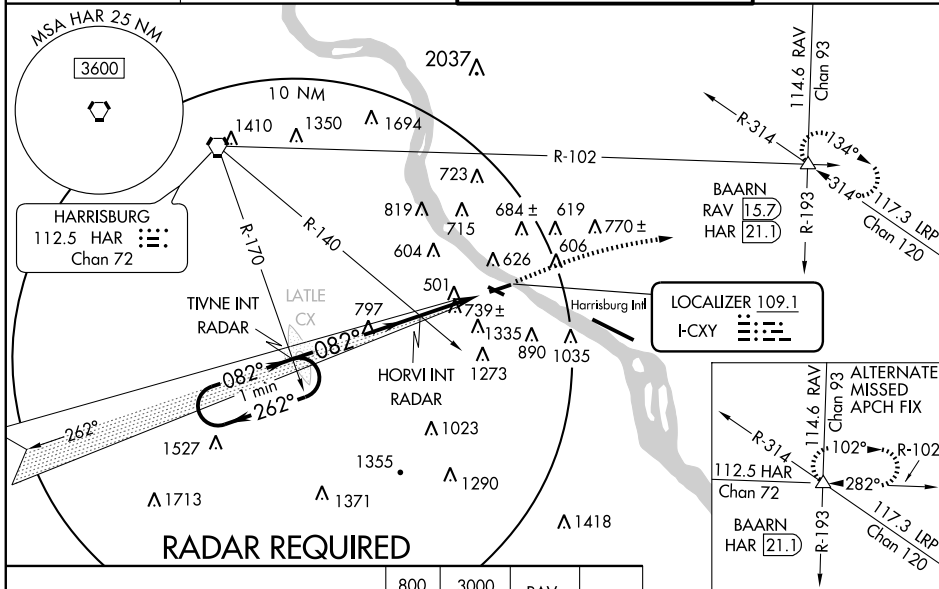
HARRISBURG / CAPITAL CITY (CXY)

▼ Circling to Rwy 12-30 NA at night.
▲ Inoperative table does not apply to S-ILS-8.
 For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
 HORV Fix minimums: For inoperative MALSR, increase S-LOC-8
 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
 Autopilot coupled approach NA below 940. When local altimeter
 setting not received, use Harrisburg Intl altimeter setting.

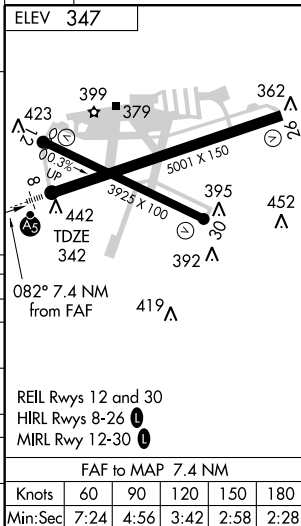


MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITOL CITY TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 8		592- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 8	1220- $\frac{3}{4}$	878 (900- $\frac{3}{4}$)	1220-2 878 (900-2)	1220-2 $\frac{1}{4}$ 878 (900-2 $\frac{1}{4}$)
CIRCLING	1260-1 $\frac{1}{4}$ 913 (1000-1 $\frac{1}{4}$)	1700-1 $\frac{1}{2}$ 1353 (1400-1 $\frac{1}{2}$)	1700-3	1353 (1400-3)
HORVI FIX MINIMUMS				
S-LOC 8	1000- $\frac{3}{4}$	658 (700- $\frac{3}{4}$)	1000-1 $\frac{1}{4}$ 658 (700-1 $\frac{1}{4}$)	1000-1 $\frac{1}{2}$ 658 (700-1 $\frac{1}{2}$)
CIRCLING	1260-1 $\frac{1}{4}$ 913 (1000-1 $\frac{1}{4}$)	1700-1 $\frac{1}{2}$ 1353 (1400-1 $\frac{1}{2}$)	1700-3	1353 (1400-3)



WAAS CH 70610 W08A	APP CRS 082°	Rwy Idg TDZE Apt Elev	5001 342 347
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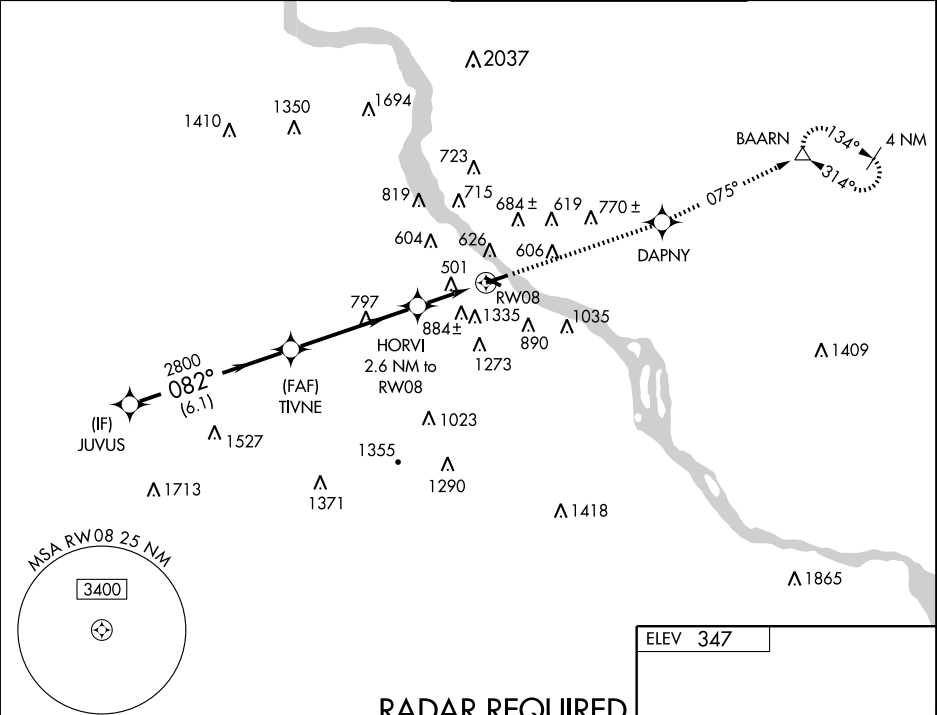
RNAV (GPS) RWY 8
HARRISBURG / CAPITAL CITY (CXY)

⚠ Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITOL CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.9
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RADAR REQUIRED

3000

DAPNY

075° track

BAARN

* LNAV only

JUVUS

TIVNE

HORVI 2.6 NM to RW08

RW08

GS 3.00° TCH 58

3100

082°

2800

1220*

6.1 NM

4.8 NM

2.6 NM

CATEGORY	A	B	C	D
LPV DA	748-1 406 (500-1)			
LNAV MDA	1120-3/4 778 (800-3/4)	1120-1 3/4 778 (800-1 3/4)	1120-2 778 (800-2)	
CIRCLING	1260-1 1/4 913 (1000-1 1/4)	1700-1 1/2 1353 (1400-1 1/2)	1700-3 1353 (1400-3)	

ELEV 347

Obstacle chart details: This chart shows a detailed view of the obstacle field for RWY 8. Key features include:
- **Obstacles:** Obstacles are marked with their MSL altitudes, including 423, 399, 379, 362, 452, 395, 392, 419, 442, 3925 X 100, 5001 X 150, and 392.
- **Navigation Aids:** DAPNY is the primary navigation aid. Other aids include (IF) JUVUS, (FAF) TIVNE, and HORVI.
- **Distances:** Distances are marked in NM: 6.1 NM from JUVUS to TIVNE, 2.6 NM from TIVNE to HORVI, and 2.6 NM from HORVI to RW08.
- **Angles:** The approach angle is 082°. The missed approach track is 075°.
- **Obstacles:** Obstacles are marked with their MSL altitudes, including 423, 399, 379, 362, 452, 395, 392, 419, 442, 3925 X 100, 5001 X 150, and 392.
- **Other:** The chart includes a note about circling to Rwy 12-30 being not authorized at night, and a note about visibility reduction by helicopters not being authorized.

REIL Rwy 12 and 30
HIRL Rwy 8-26
MIRL Rwy 12-30

AIRPORT DIAGRAM

AL-188 (FAA)

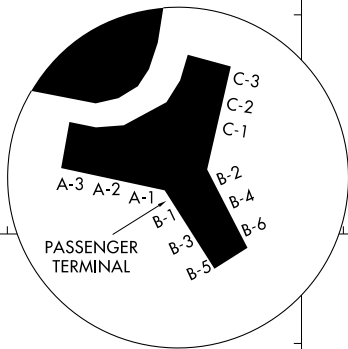
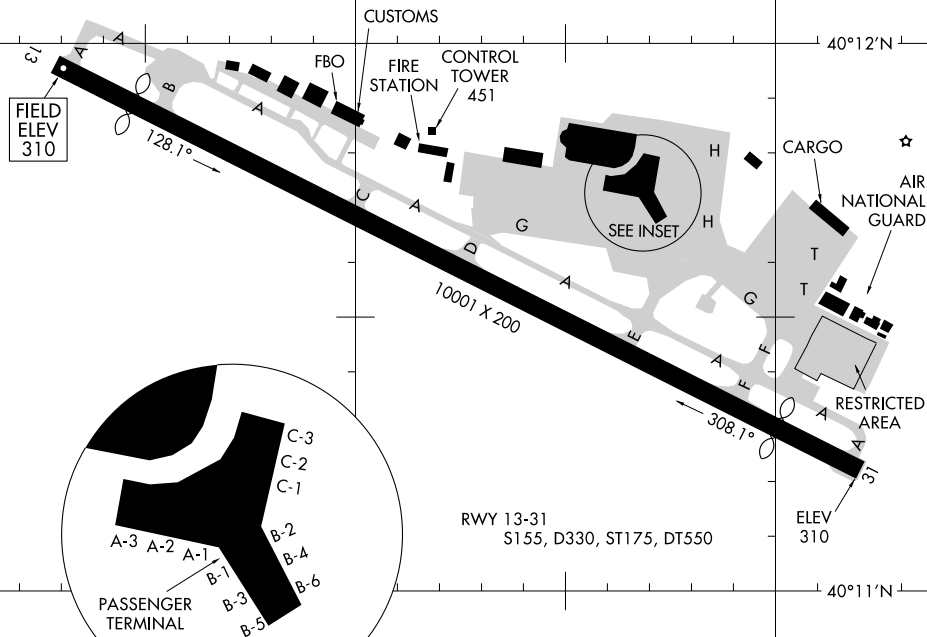
HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

ATIS
118.8
HARRISBURG INTL TOWER
124.8 269.35
GND CON
121.7 348.6

D



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HQA	APP CRS	Rwy Idg	8132
110.9	308°	TDZE	308
		Apt Elev	310

ILS or LOC RWY 31
HARRISBURG INTL (MDT)

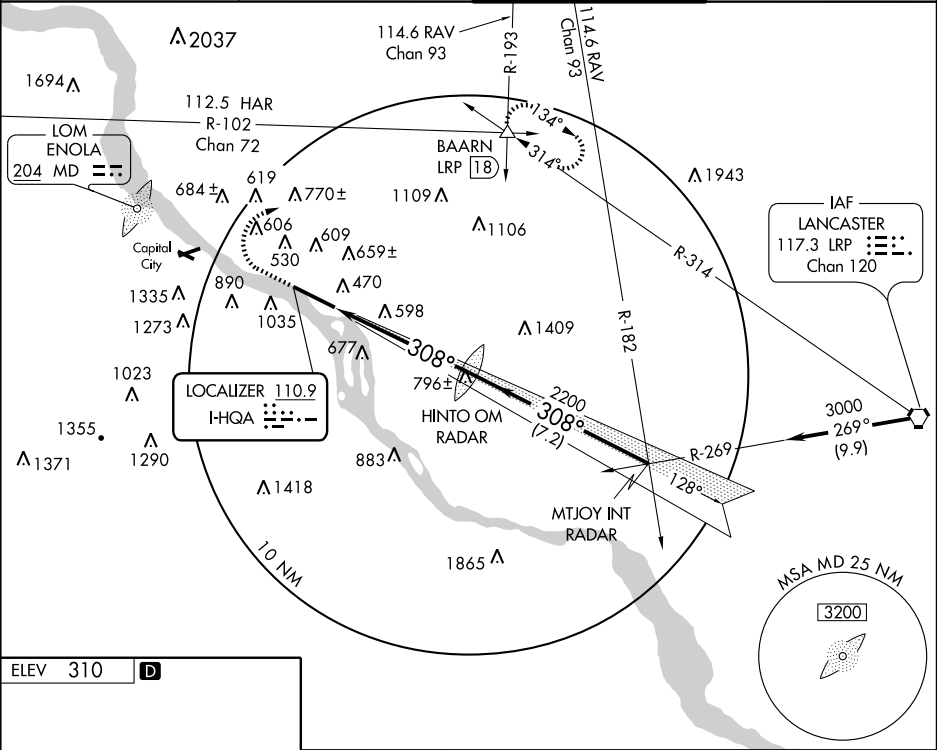
▼

▲

Circling NA south of Rwy 13-31.

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/IRP 18 DME and hold.

ATIS 118.8	HARRISBURG APP CON 124.1 273.525	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ELEV 310 **D**

Profile view showing altitudes (396, 440, 451, 430) and distances (10001 X 200). TDZE 308, 308° 5.6 NM from FAF.

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

800

3000

RAV R-193 114.6

BAARN

HINTO OM RADAR

MTJOY INT RADAR

3000

Procedure Turn NA

GS 3.00° TCH 51

5.6 NM

7.2 NM

CATEGORY	A	B	C	D
S-ILS 31	558/50		250 (300-1)	
S-LOC 31	920/50	612 (700-1)	920-1 612 (700-1 3/4)	920 - 2 612 (700-2)
CIRCLING	920 - 1	610 (700-1)	920-1 610 (700-1 3/4)	980 - 2 670 (700-2)

LOC I-MDT <u>110.9</u>	APP CRS 128°	Rwy Idg 8070 TDZE 308 Apt Elev 310
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ILS RWY 13 (CAT III)

HARRISBURG INTL (MDT)

▲ Circling NA south of Rwy 13-31.



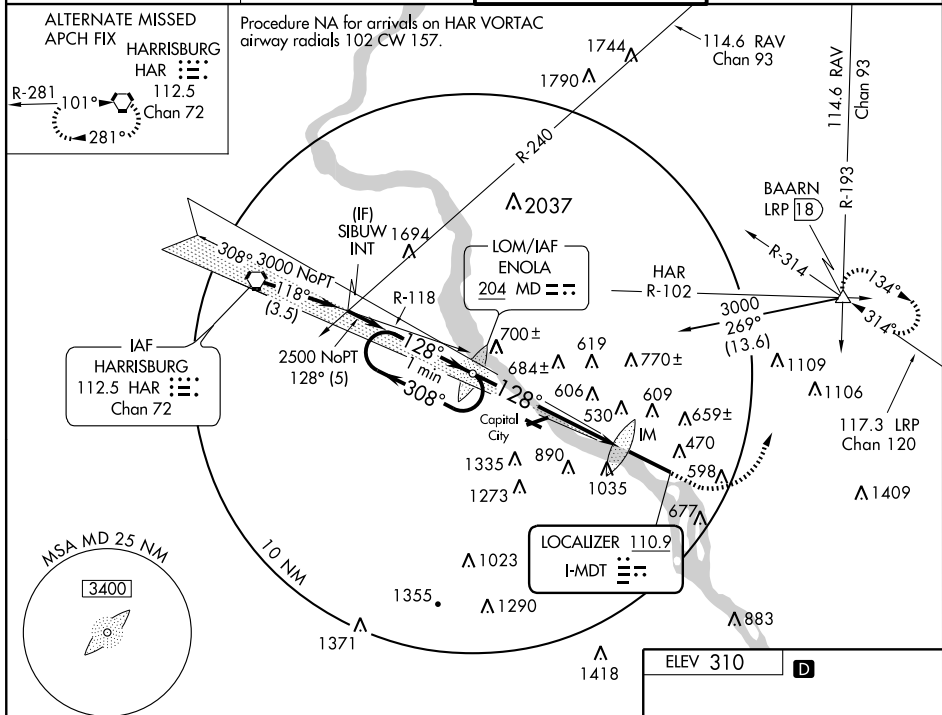
MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS 118.8	HARRISBURG APP CON 124.1 273.525	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ALTERNATE MISSED
APCH FIX

HARRISBURG
HAR 112.5
Chan 72

Procedure NA for arrivals on HAR VORTAC
airway radials 102 CW 157.



One Minute Holding Pattern

LOM

900
↑

HDG C

D. 10

114

BAARN

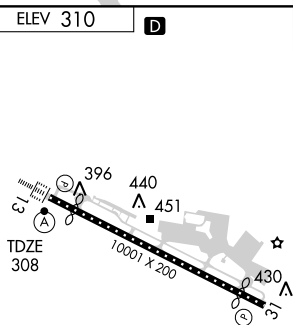
—

$$2800 \overline{) 3080} \leftarrow 3080$$
2450
|

VGSI and ILS glidepath
not coincident.

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 54}$$

308 MSL



CATEGORY	A	B	C	D
S-ILS 13		CAT IIIa	RVR 07	
S-ILS 13		CAT IIIb	RVR 06	
S-ILS 13		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

WAAS	APP CRS	Rwy Idg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

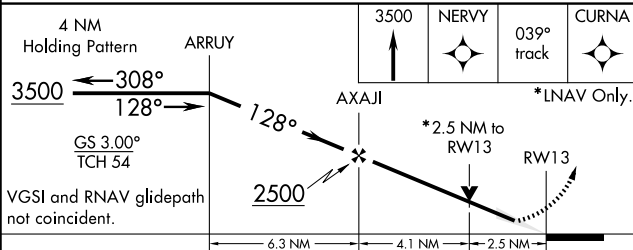
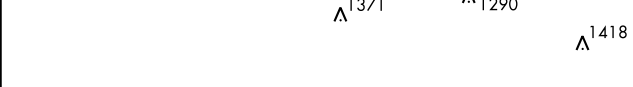
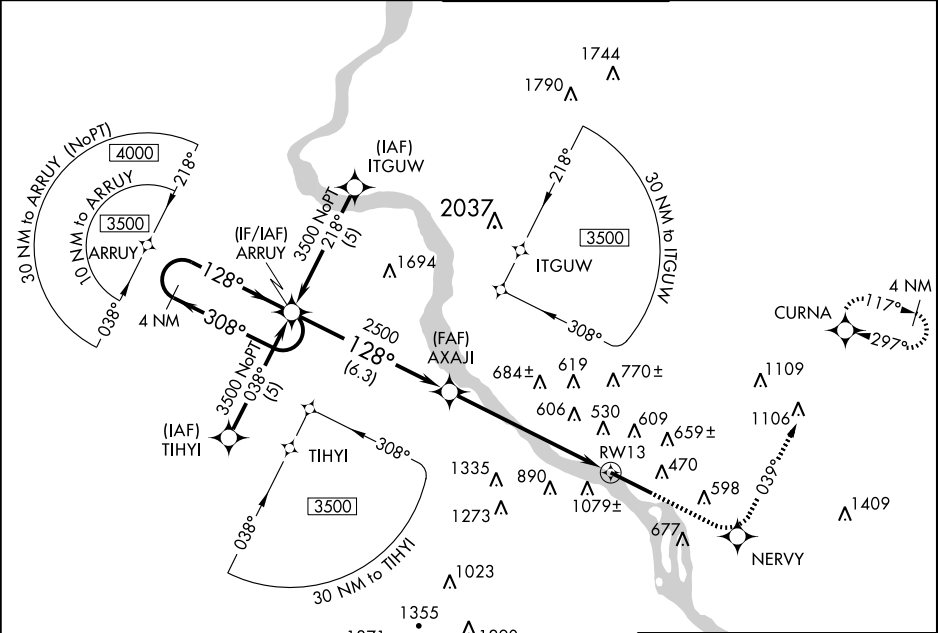
HARRISBURG INTL (MDT)

⚠ Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
⚠ Inoperative table does not apply to LNAV/VNAV all Cats.

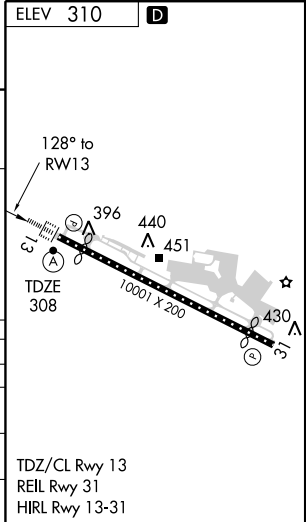


MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS 118.8	HARRISBURG APP CON 124.1 273.525	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
LPV DA	558/24	250 (300-1/2)		
LNAV/VNAV DA	1572-5	1264 (1300-5)		
LNAV MDA	1180/24 872 (900-1/2)	1180/40 872 (900-3/4)	1180-2 872 (900-2)	1180-2 1/4 872 (900-2 1/4)
CIRCLING	1180-1 870 (900-1)	1180-1 1/4 870 (900-1 1/4)	1180-2 1/2 870 (900-2 1/2)	1180-2 3/4 870 (900-2 3/4)



RNAV (GPS) RWY 31

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

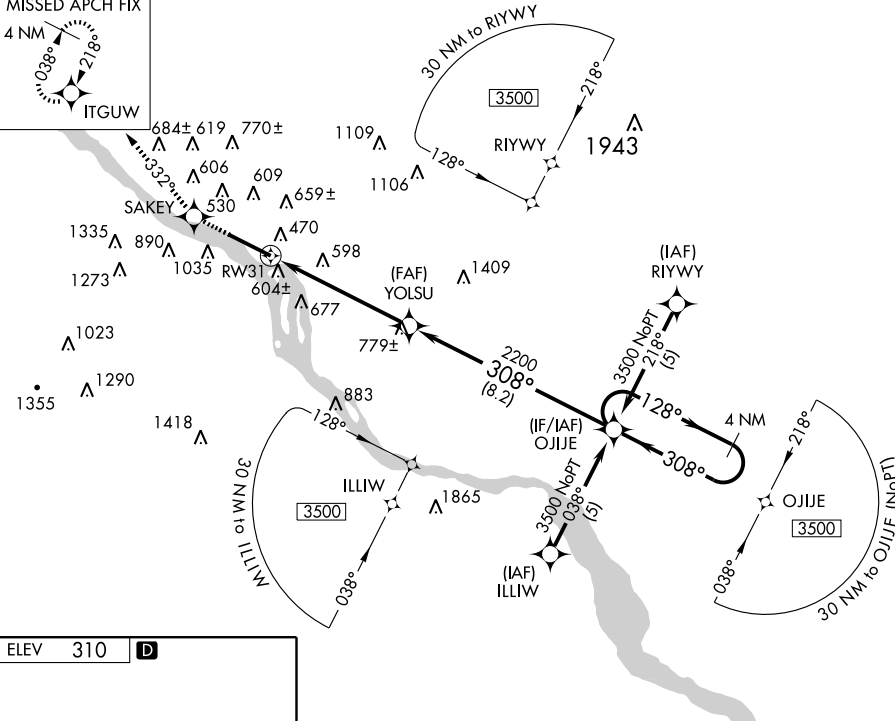
ATIS
118.8

HARRISBURG APP CON
124.1 273.525

HARRISBURG INTL TOWER
124.8 269.35

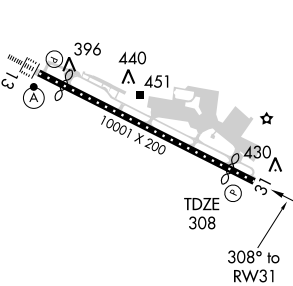
GND CON
121.7 348.6

MISSED APCH FIX

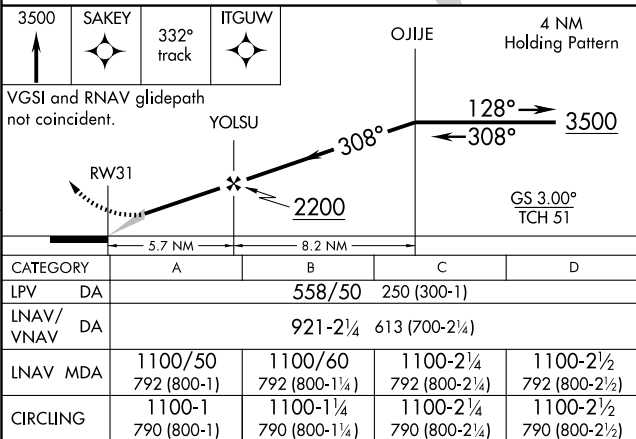


ELEV 310

D



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



Circling NA south of Runway 13-31.

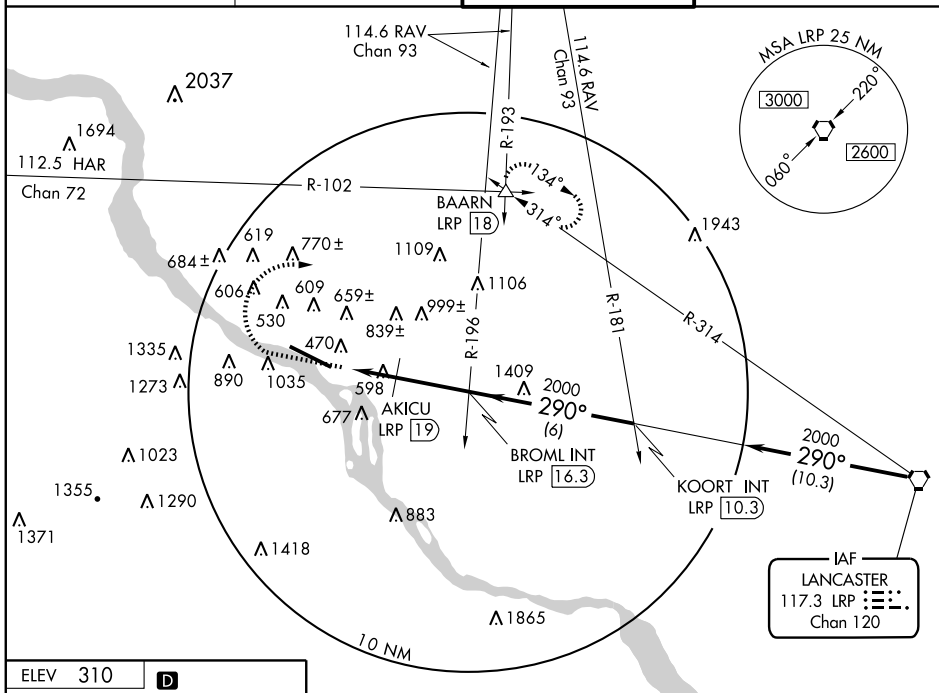
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS
118.8

HARRISBURG APP CON
124.1 273.525

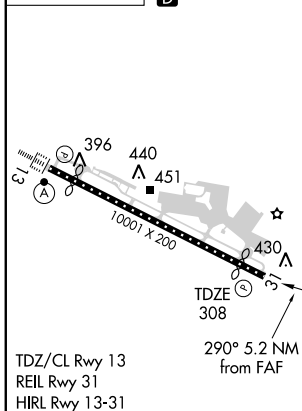
HARRISBURG INTL TOWER
124.8 269.35

GND CON
121.7 348.6



ELEV 310

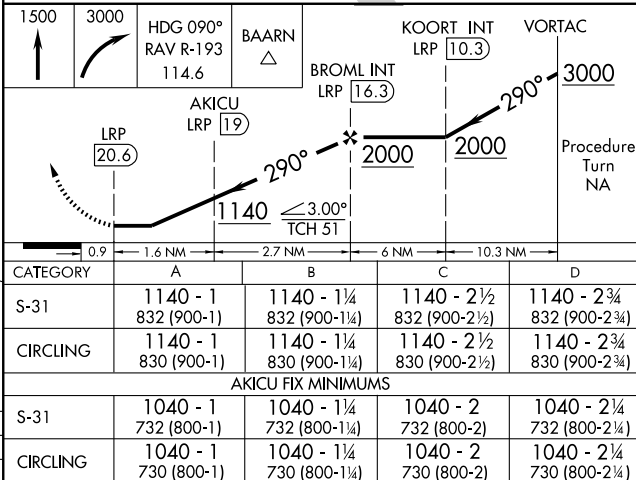
D



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



LOC I-HZL 110.5	APP CRS 284°	Rwy Idg TDZE Apt Elev 4898 1603 1603
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LOC RWY 28

HAZLETON MUNI (HZZL)



Inoperative table does not apply.

NA

MALSF



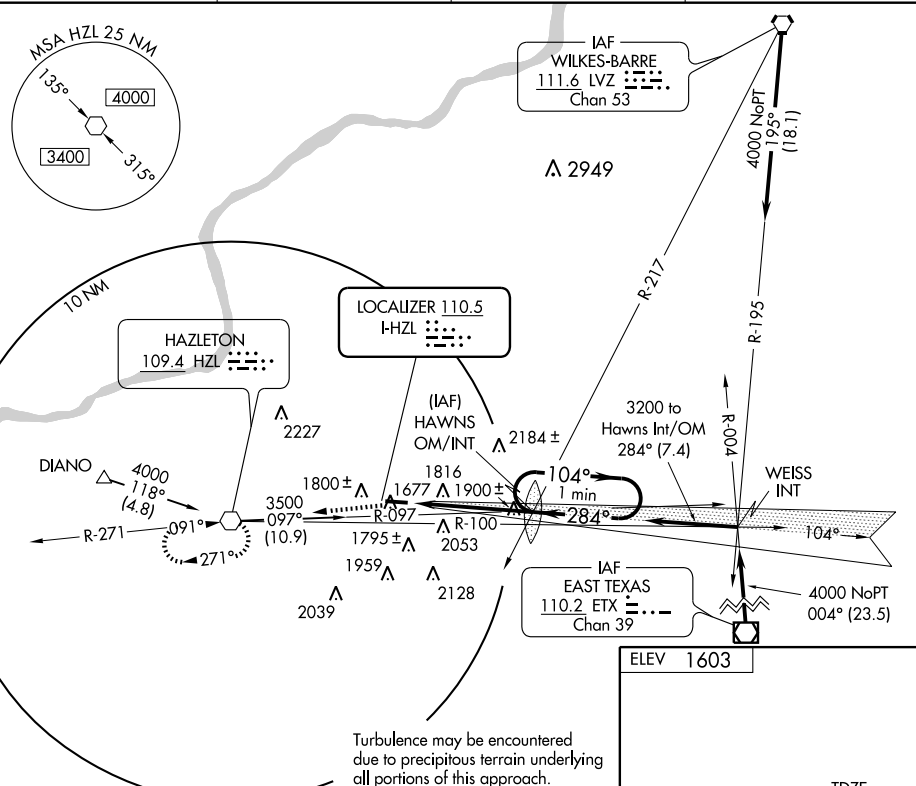
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3
119.975

WILKES-BARRE APP CON
126.3 256.7

CLNC DEL
121.7

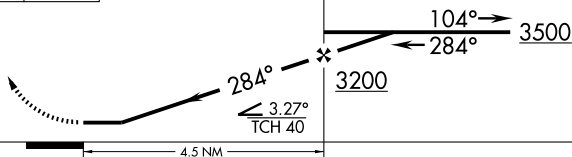
UNICOM
123.0 (CTAF) 0



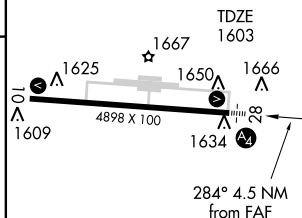
3500
↑
HZL
109.4

HAWNS OM/INT

One Minute Holding Pattern



ELEV 1603



REIL Rwy 10 0
MIRL Rwy 10-28 0

FAF to MAP 4.5 NM

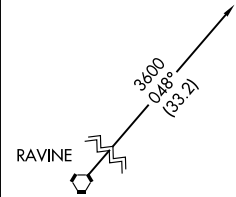
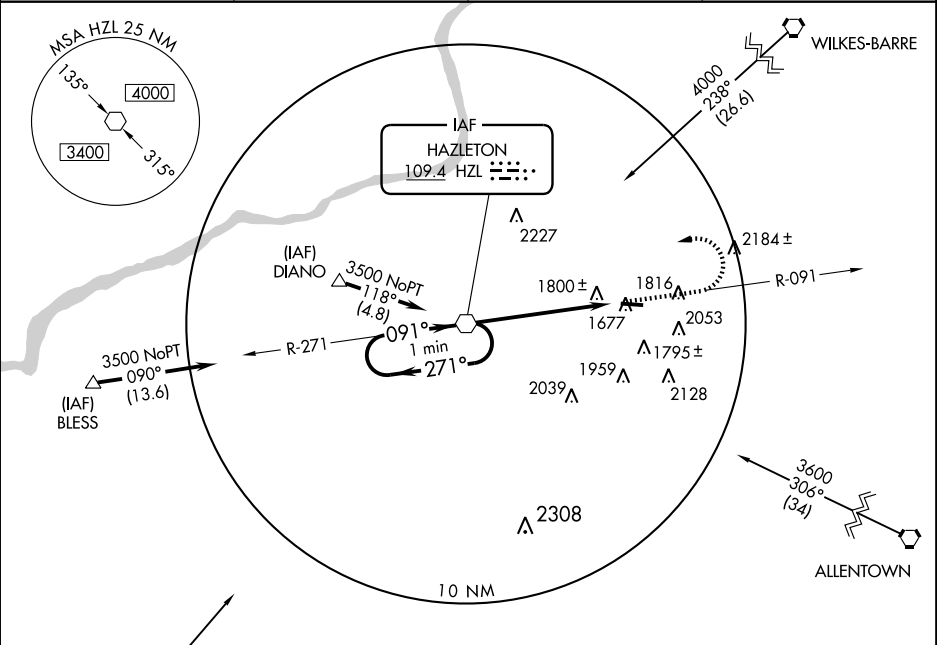
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

VOR RWY 10
HAZLETON MUNI (HZZ)

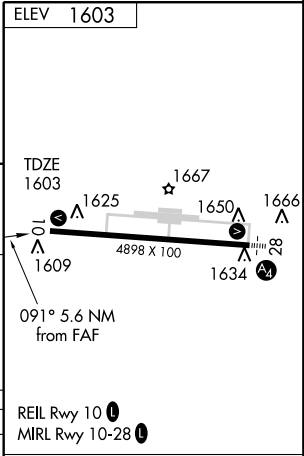
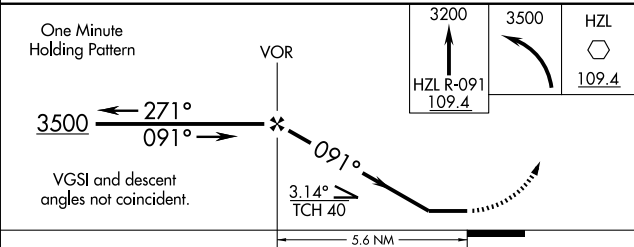
VOR HZL	APP CRS	Rwy Idg	4898
109.4	091°	TDZE	1603
		Apt Elev	1603

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.
--	--

AWOS-3 119,975	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 121.7	UNICOM 123.0 (CTAF) 0
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Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.



CATEGORY	A	B	C	D
S-10	2300-1 697 (700-1)		2300-2 697 (700-2)	2300-2 1/2 697 (700-2 1/2)
CIRCLING	2300-1 697 (700-1)		2380-2 1/4 777 (800-2 1/4)	2380-2 1/2 777 (800-2 1/2)

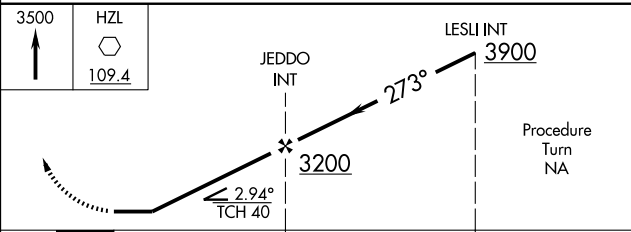
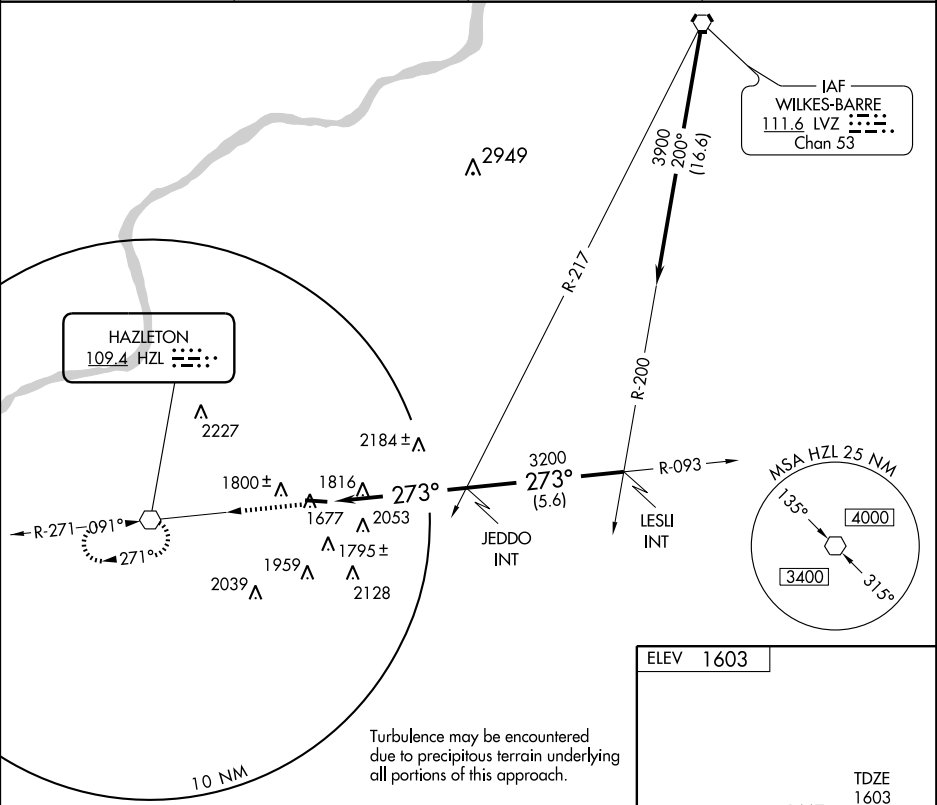
REIL Rwy 10 0					
MIRL Rwy 10-28 0					
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR RWY 28
HAZLETON MUNI (HZZ)

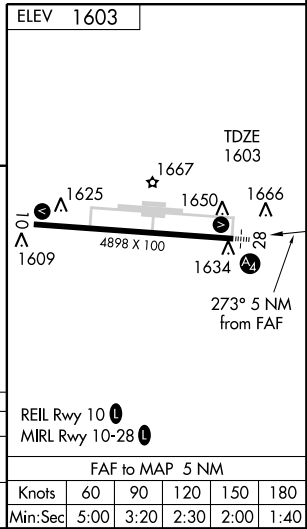
VOR HZZ	APP CRS	Rwy Idg	4898
109.4	273°	TDZE	1603
		Apt Elev	1603

<div><div>▼</div><div>▲ NA</div></div> <div>Inoperative table does not apply.</div>	<div>MALSF</div> <div><div>▲</div><div>—</div></div>	MISSED APPROACH: Climb to 3500 direct to HZZ VOR and hold.
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AWOS-3 119.975	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 121.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-28	2420-1 817 (900-1)	2420-1¼ 817 (900-1¼)	2420-2½ 817 (900-2½)	2420-2¾ 817 (900-2¾)
CIRCLING	2420-1 817 (900-1)	2420-1¼ 817 (900-1¼)	2420-2½ 817 (900-2½)	2420-2¾ 817 (900-2¾)



RNAV (GPS)-B

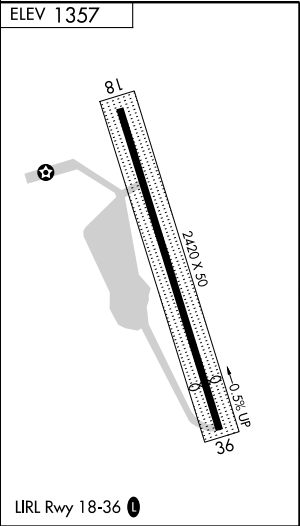
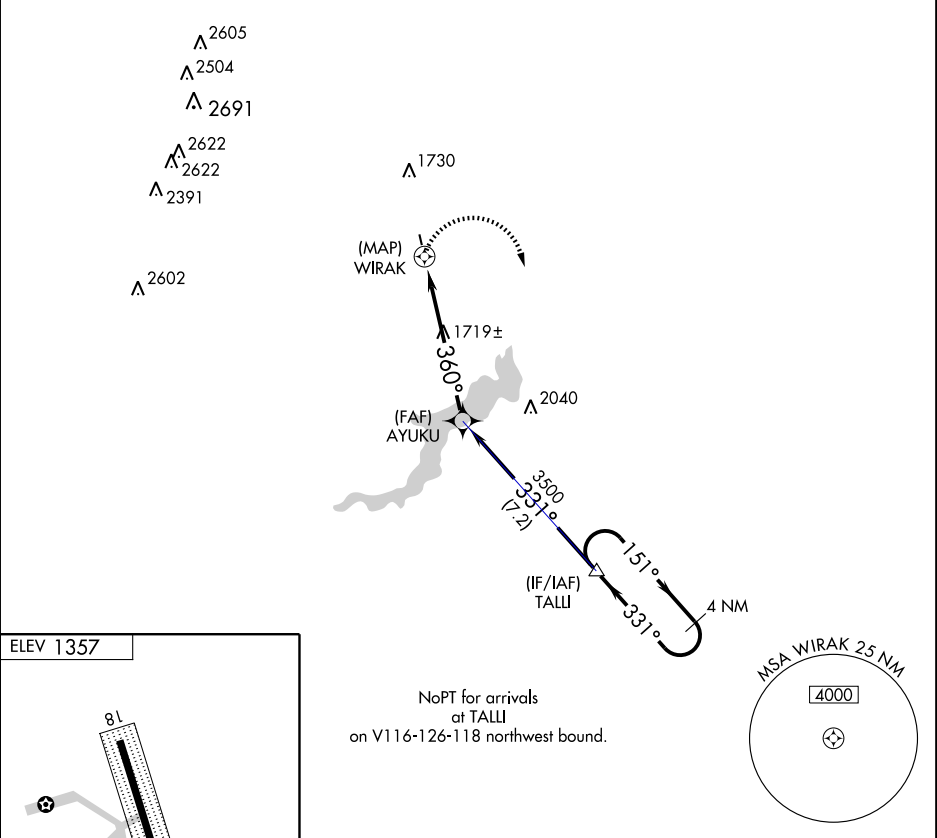
HONESDALE / CHERRY RIDGE (N30)

APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	1357

NA DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

WILKES-BARRE APP CON 124.5 256.7	UNICOM 122.8 (CTAF)	122.75 0
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4000	TALLI	TALLI 4 NM Holding Pattern			
WIRAK		AYUKU	TALLI		
360°		331°	151°	4000	
0.8		6.1 NM	7.2 NM		
CATEGORY	A	B	C	D	
CIRCLING	2080-1 723 (800-1)	NA			

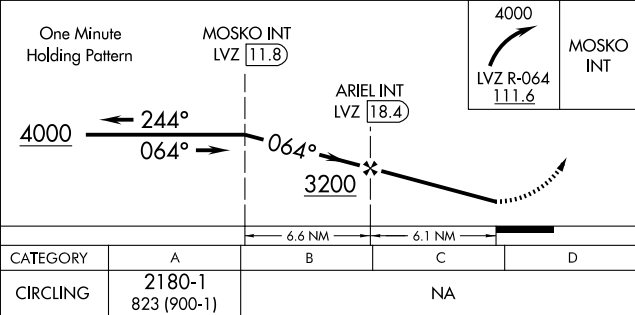
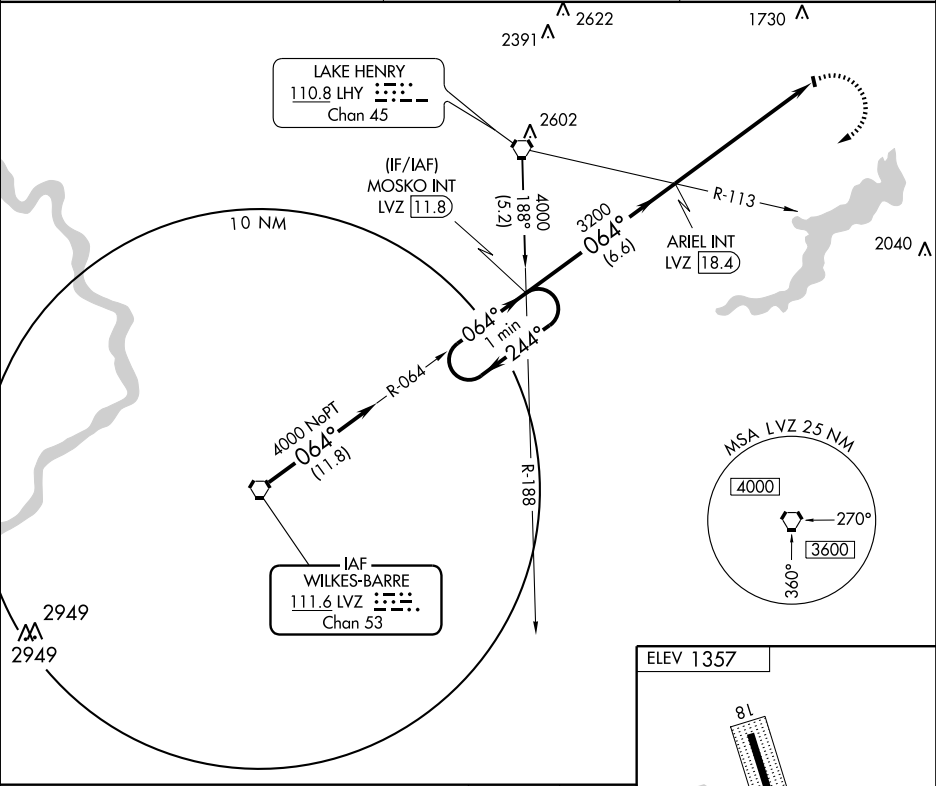
VORTAC LVZ 111.6 Chan 53	APP CRS 064°	Rwy Idg TDZE Apt Elev 1357	N/A N/A 1357
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VOR-A

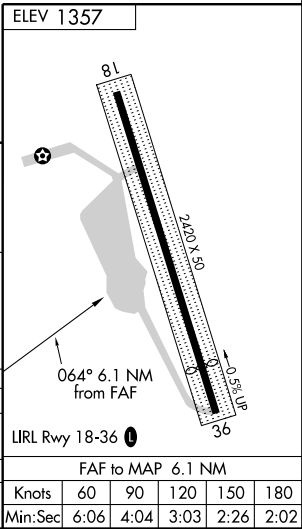
HONESDALE / CHERRY RIDGE (N30)

▼ ▲ NA	Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting.	MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.
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WILKES-BARRE APP CON 124.5 256.7	UNICOM 122.8 (CTAF)	122.75 0
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CATEGORY	A	B	C	D
CIRCLING	2180-1 823 (900-1)		NA	
WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS				
CIRCLING	2500-1¼ 1143 (1200-1¼)		NA	



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

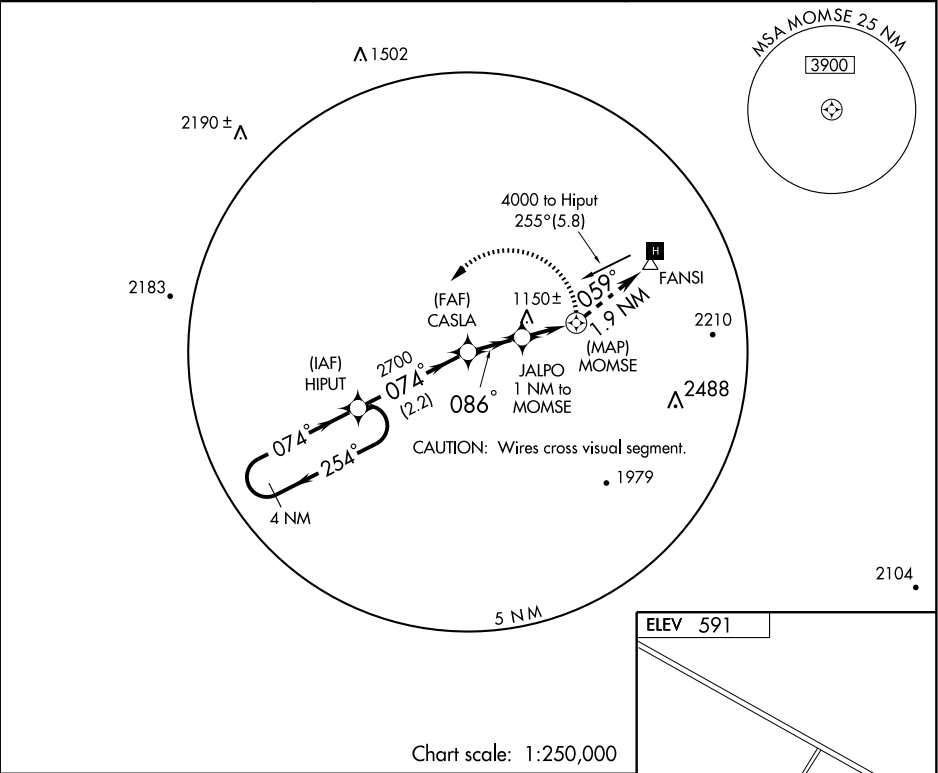
APP CRS	Rwy Idg	100
086°	TDZE	N/A
	Apt Elev	591

COPTER RNAV (GPS) 086°

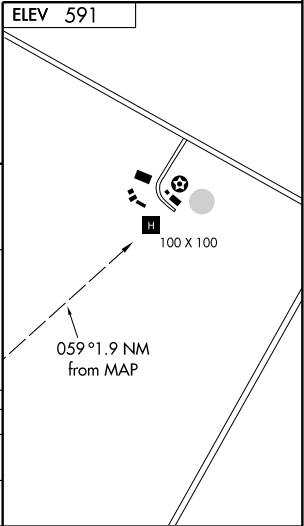
HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

<p>Proceed VFR from MOMSE WP or conduct the specified missed approach. Limit final, missed approach, and holding airspeed to 70 KIAS. Use Reedsville/Mifflin County (RVL) altimeter setting. Surface elevation 900' at MAP.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.</p>
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HARRISBURG APP CON 124.1 273.525	UNICOM 123.05 (CTAF)	122.8 0
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4 NM Holding Pattern		HIPUT	CASLA	JALPO 1 NM to MOMSE	MOMSE	4000	HIPUT
4000 ← 254° 074° →		074°	2700 * 086°	2100	059°		
		2.2 NM	1 NM	1 NM	1.9 NM		
CATEGORY	COPTER						
H-086°	1500 - ¾ 600 (600-¾)						
CIRCLING	NA						

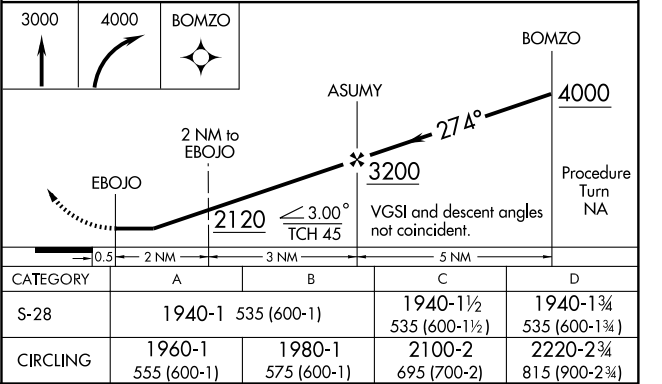
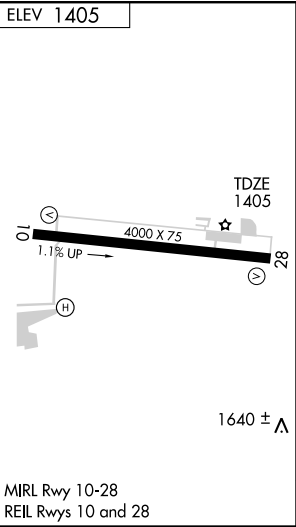
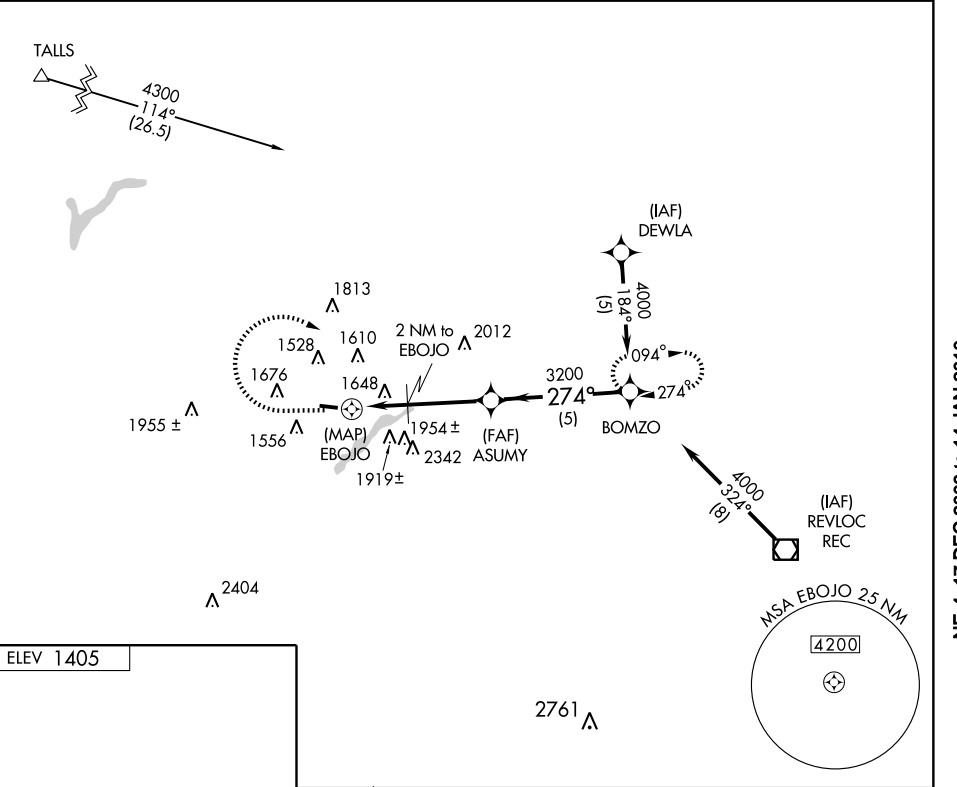


▽

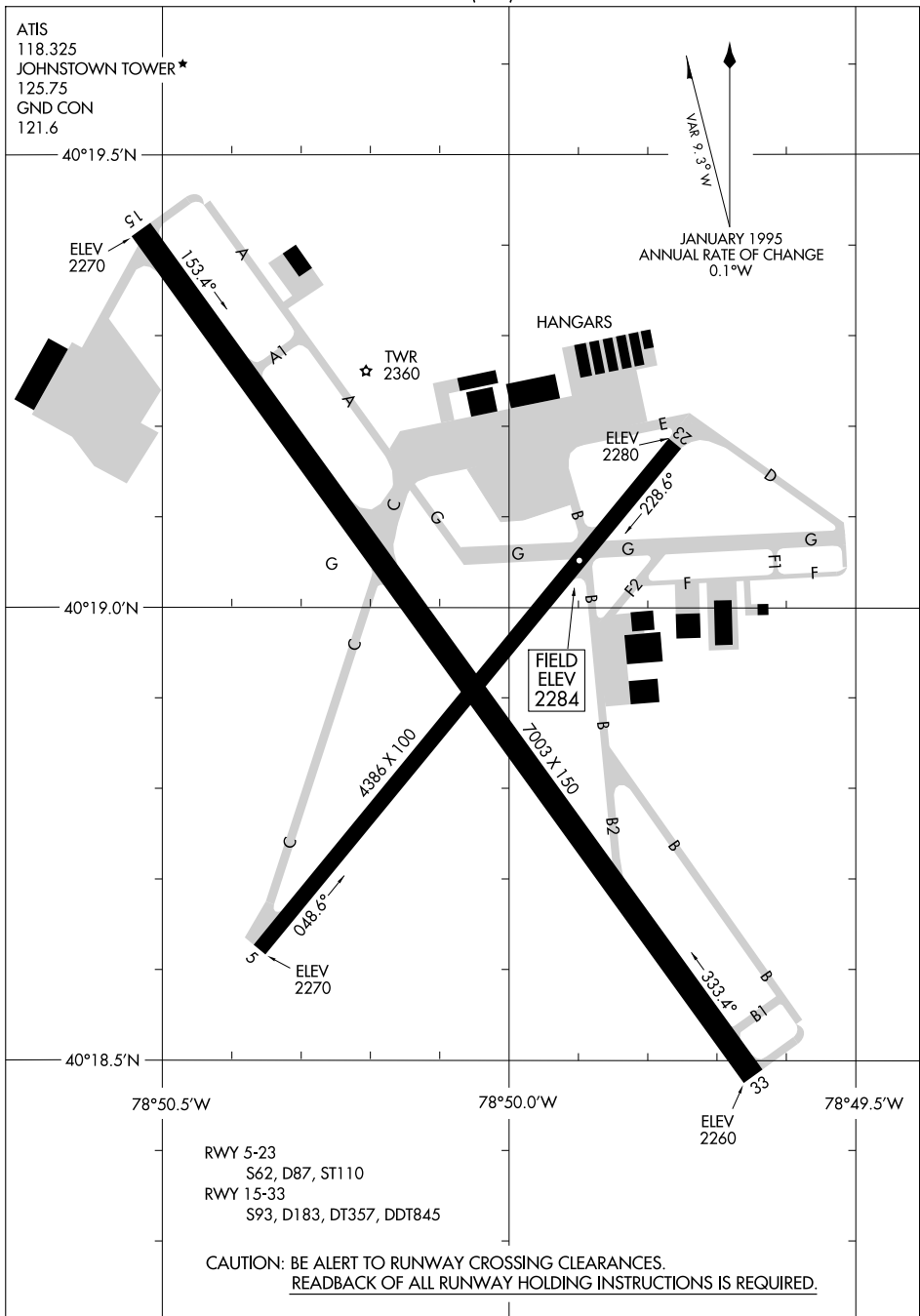
▲ NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

AWOS-3 126.625	CLEVELAND CENTER 121.2 299.2	UNICOM 122.8 (CTAF)
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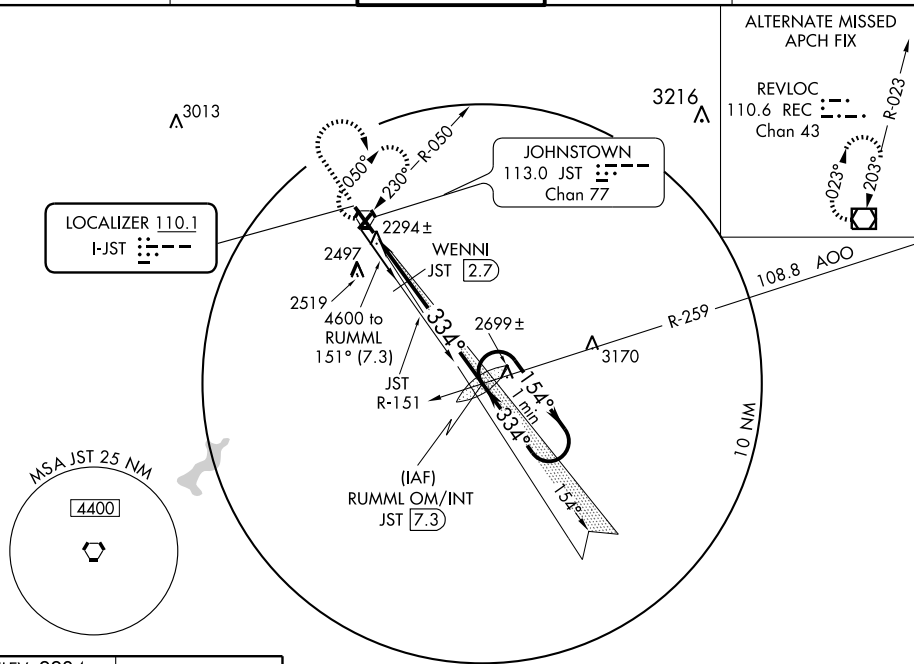
NE-4, 17 DEC 2009 to 14 JAN 2010



NE-4, 17 DEC 2009 to 14 JAN 2010

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

UNICOM
122.95

NE-4. 17 DEC 2009 to 14 JAN 2010

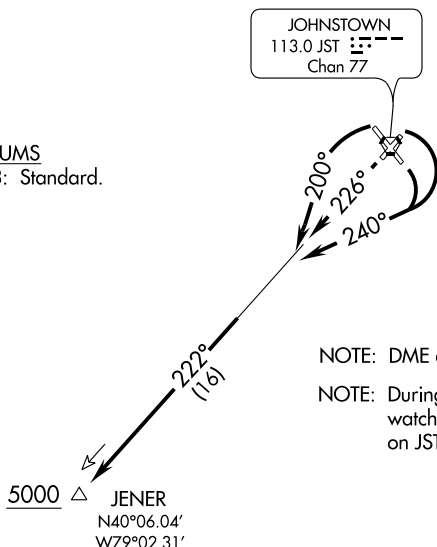
REIL Rwy 5 and 23
HIRL Rwy 15-33
MIRL Rwy 5-23

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard.



NOTE: DME and RADAR required.

NOTE: During VFR conditions
watch for opposing traffic
on JST R-222.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 326' from DER, 342' right of centerline,
up to 100' AGL/2358' MSL.

Trees beginning 887' from DER, 384' left of centerline,
up to 100' AGL/2341' MSL.

Rwy 23: Trees beginning 215' from DER, 227' right of centerline,
up to 100' AGL/2339' MSL.

Trees beginning 431' from DER, 250' left of centerline,
up to 100' AGL/2379' MSL.

Rwy 33: Trees beginning 359' from DER, 318' right of centerline,
up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .

TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence. . . .

TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence. . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000.
Thence via (assigned route).

LILLI THREE DEPARTURE

ATIS 118.325

GND CON

121.6

JOHNSTOWN TOWER ★

125.75 (CTAF)

CLEVELAND CENTER

121.2 299.2

TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard with minimum
ATC climb of 235' per NM to 5000.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 326' from DER, 342' right of
centerline, up to 100' AGL/2358' MSL.

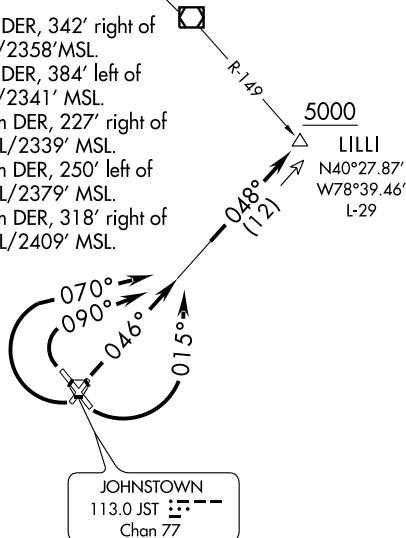
Trees beginning 887' from DER, 384' left of
centerline, up to 100' AGL/2341' MSL.

Rwy 23: Trees beginning 215' from DER, 227' right of
centerline, up to 100' AGL/2339' MSL.

Trees beginning 431' from DER, 250' left of
centerline, up to 100' AGL/2379' MSL.

Rwy 33: Trees beginning 359' from DER, 318' right of
centerline, up to 100' AGL/2409' MSL.

REVLOC
110.6 REC :--
Chan 43



NOTE: During VFR conditions
watch for opposing traffic
on JST R-048.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048,
Thence

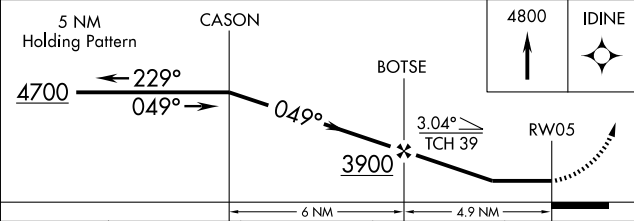
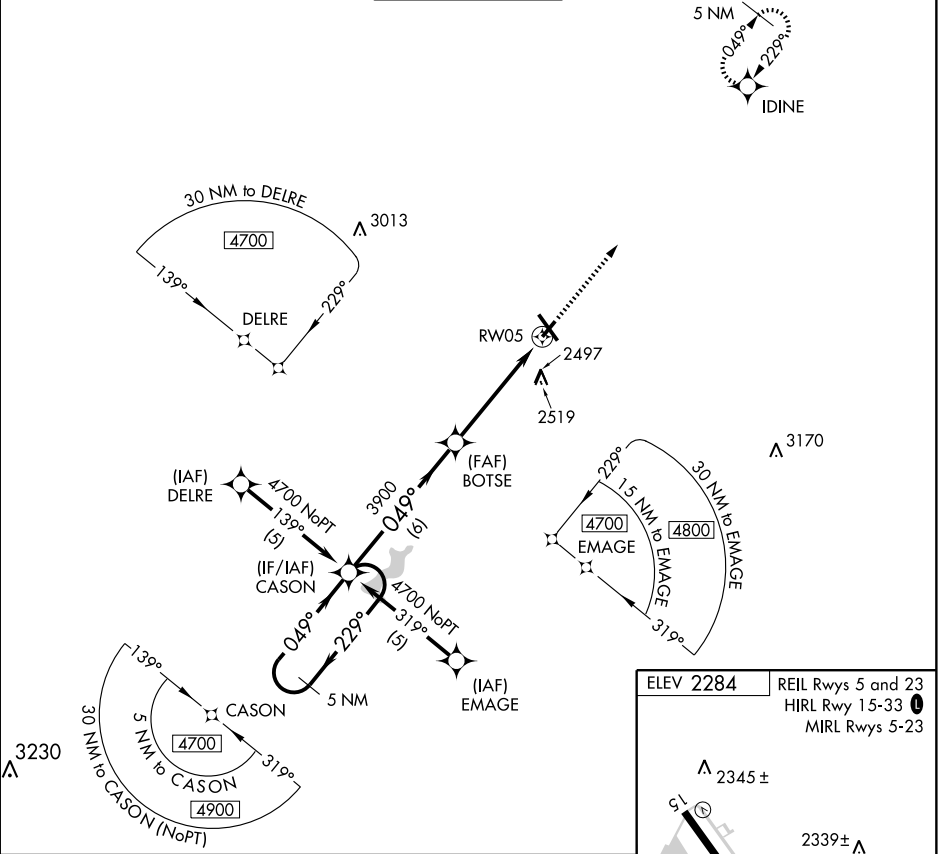
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048,
Thence

TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048,
Thence

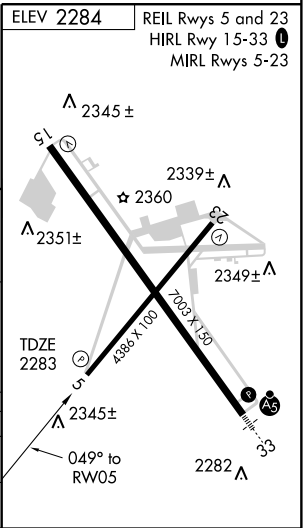
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048,
Thence

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence
via (assigned route).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.		MISSED APPROACH: Climb to 4800 direct IDINE and hold.		
ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95



CATEGORY	A	B	C	D
LNAV MDA	2640-1 357 (400-1)			2640-1¼ 357 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



AL-898 (FAA)

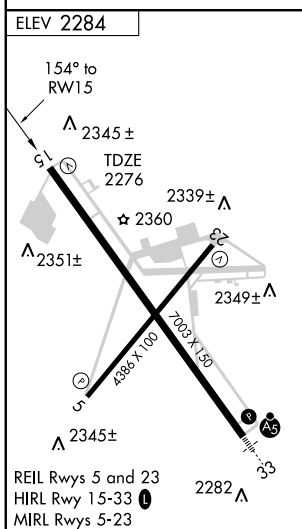
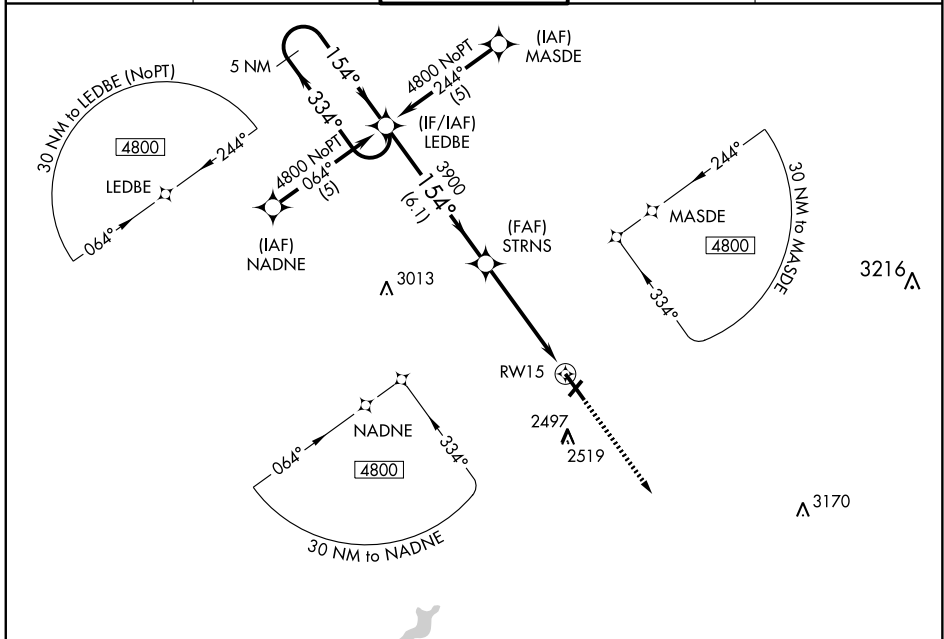
WAAS CH 53513 W15A	APP CRS 154°	Rwy Idg 7003 TDZE 2276 Apt Elev 2284
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JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

RNAV (GPS) RWY 15

▼	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.				MISSED APPROACH: Climb to 4900 direct COTSO and hold.	
	ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95	

[illegible]

NE-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4386
229°	TDZE	2284
	Apt Elev	2284

RNAV (GPS) RWY 23
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

RNAV (GPS) RWY 23

DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

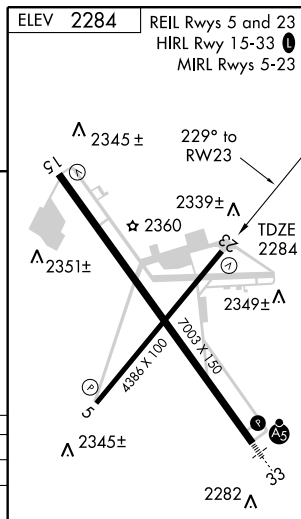
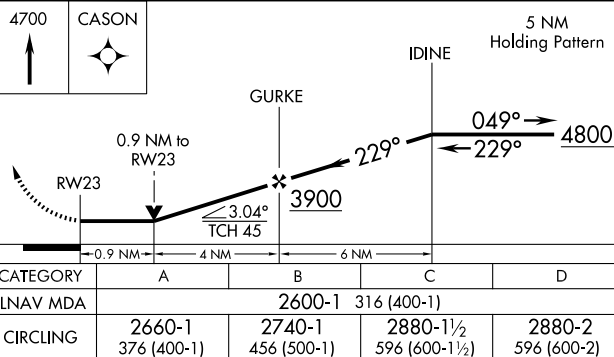
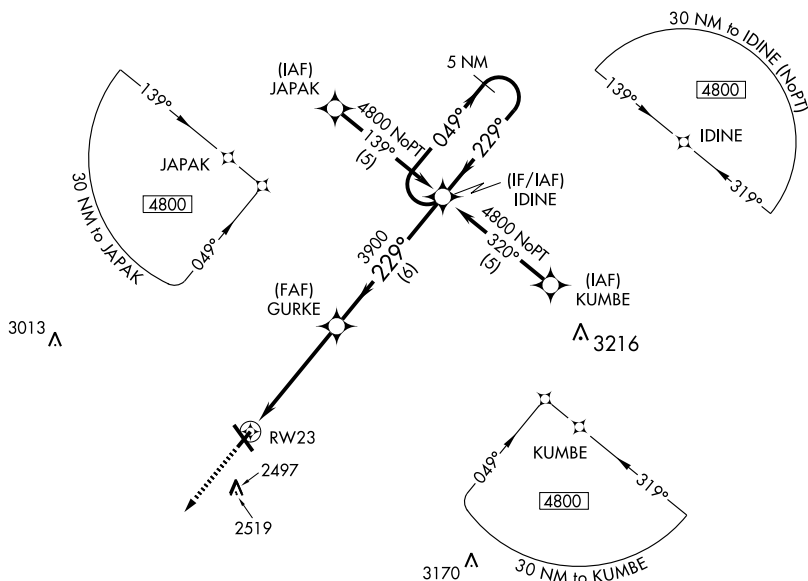
MISSED APPROACH: Climb to 4700 direct CASON and hold.

ATIS
118.325

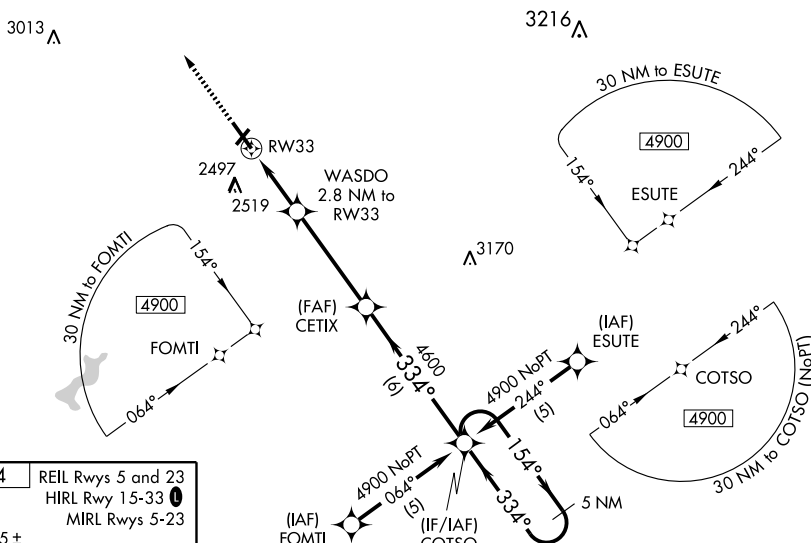
CLEVELAND CENTER
121.2 299.2

JOHNSTOWN TOWER
125.75 (CTAF) **L**

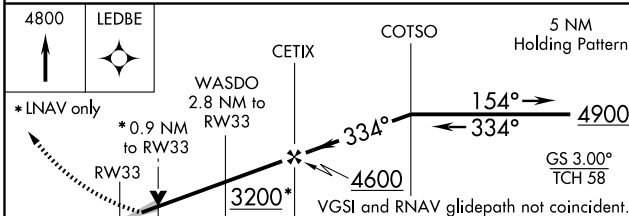
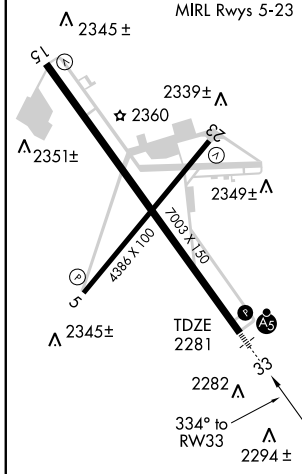
GND CON
121.6

UNICOM
122.95

ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER * 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 2284	REIL Rwys 5 and 23
	HIRL Rwy 15-33 L
	MIRL Rwys 5-23



	0.9	1.9 NM	4.2 NM	6 NM	
CATEGORY	A		B	C	D
LPV DA	2481-1½ 200 (200-½)				
INAV/ VNAV DA	2552-1½ 271 (300-½)			2552-¾ 271 (300-¾)	
INAV MDA	2600-1½ 319 (400-½)			2600-1 319 (400-1)	
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)	

VORTAC JST
113.0
Chan 77

APCH CRS
144°

Rwy Idg 7003
TDZE 2276
Arpt Elev 2284

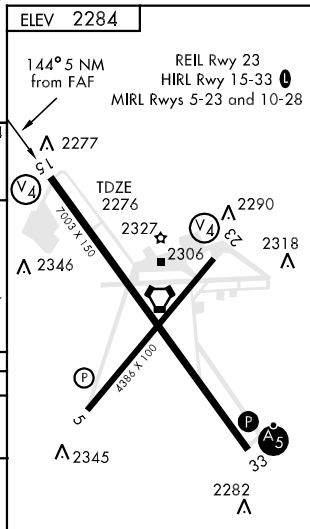
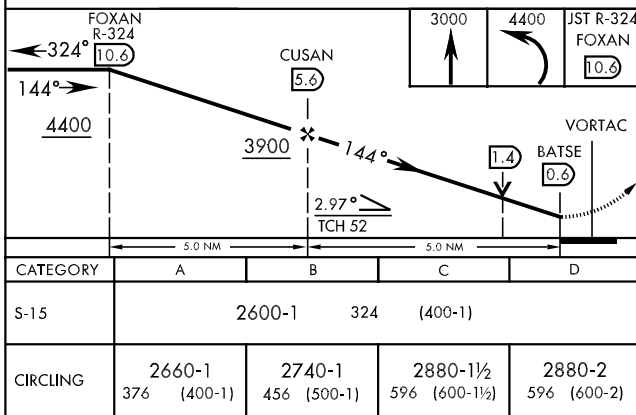
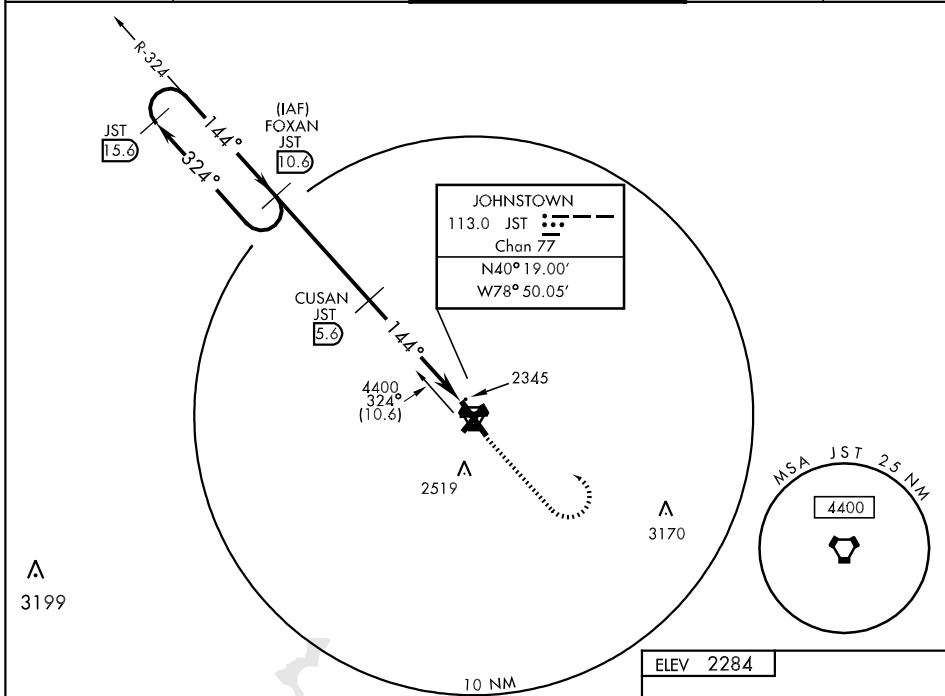
AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-
CAMBRIA COUNTY (JST)



MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 253.5 (CTAF) 0	GND CON 121.6	ASOS 118.325
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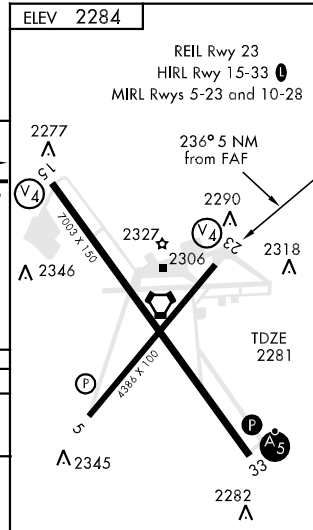
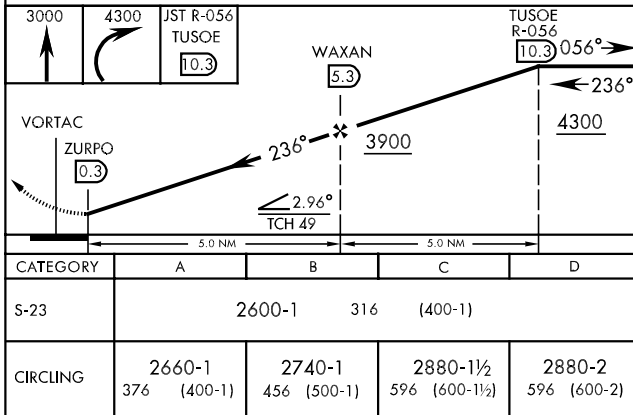
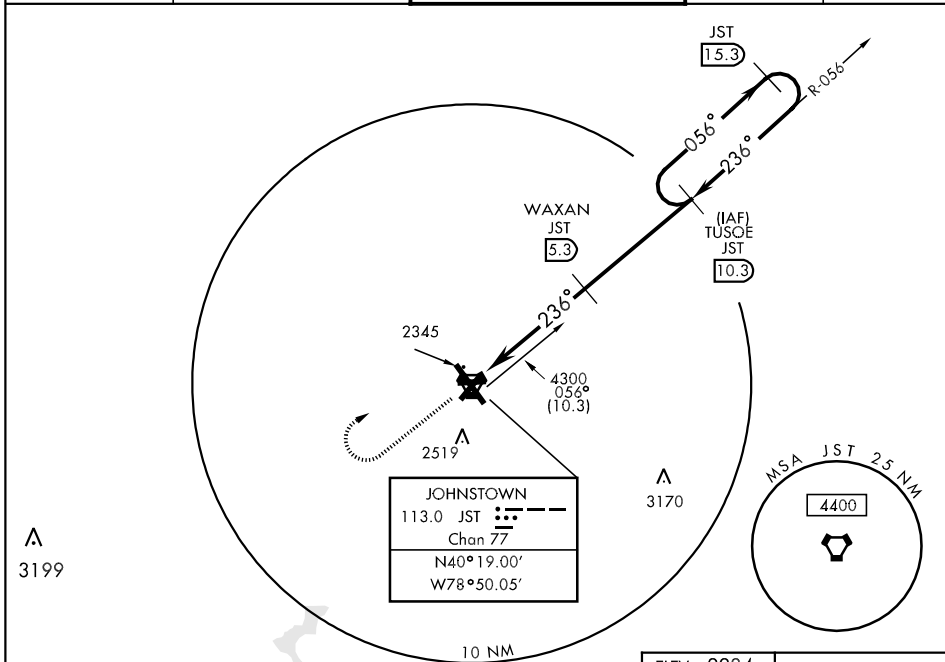
VORTAC JST 113.0 Chan 77	APCH CRS 236°	Rwy Idg 4507 TDZE 2281 Arpt Elev 2284
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AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-
CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 253.5 (CTAF) 0	GND CON 121.6	ASOS 118.325
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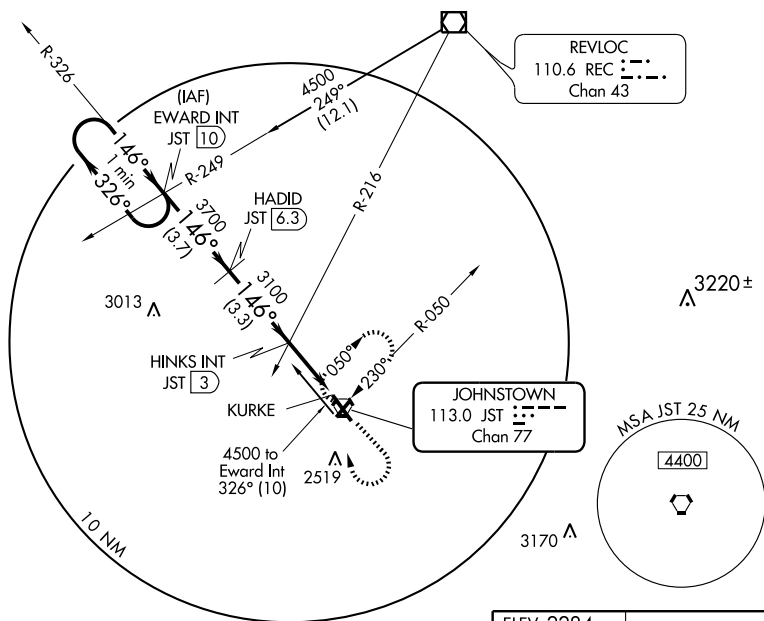
VORTAC JST 113.0 Chan 77	APP CRS 146°	Rwy Idg TDZE Apt Elev 7003 2276 2284
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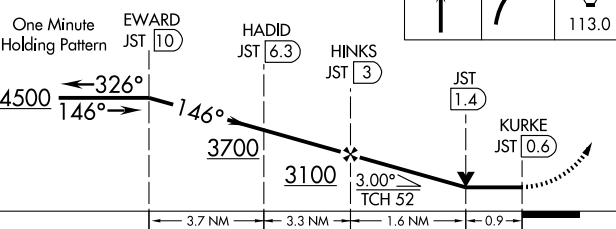
JOHNSTOWN /

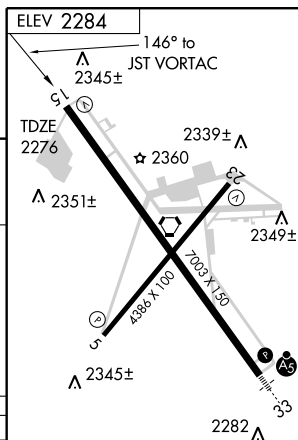
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)


VOR/DME RWY 15

		MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.	
ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 	GND CON 121.6



<div>One Minute Holding Pattern</div> <div>EDWARD JST 10</div> <div>HADID JST 6.3</div> <div>HINKS JST 3</div> <div>JST 1.4</div> <div>KURKE JST 0.6</div> <div>TCH 52</div> <div>4200</div> <div></div> <div>JST 113.0</div>				
				
CATEGORY	A	B	C	D
S-15	2600-1		324 (400-1)	
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

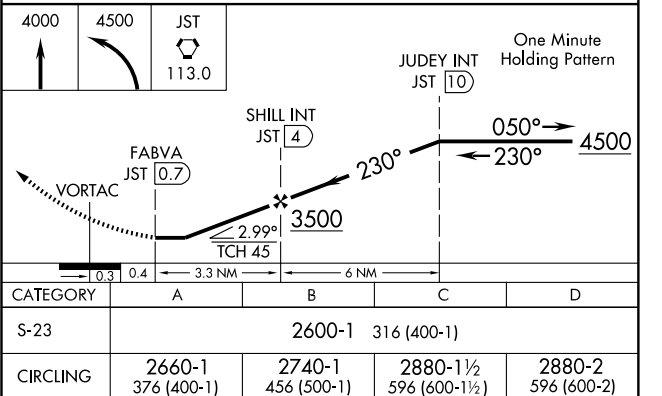
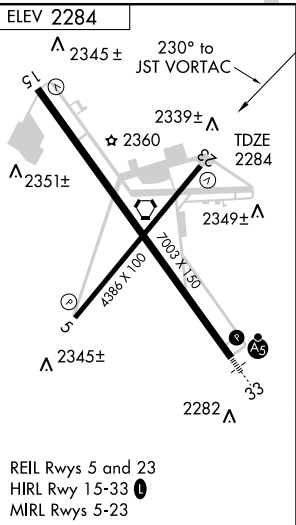
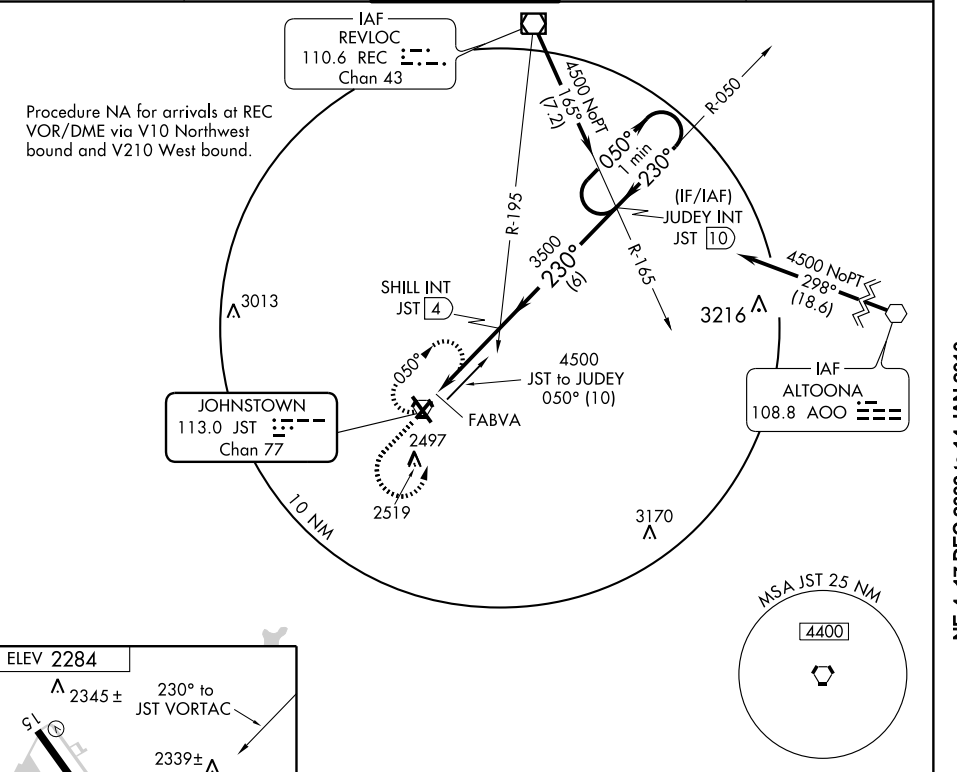


REIL Rwy 5 and 23
HIRL Rwy 15-33 
MRL Rwy 5-23 and 10-28

▼ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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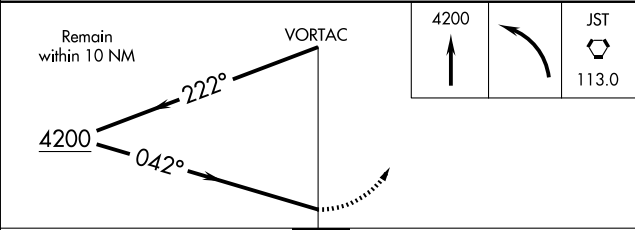
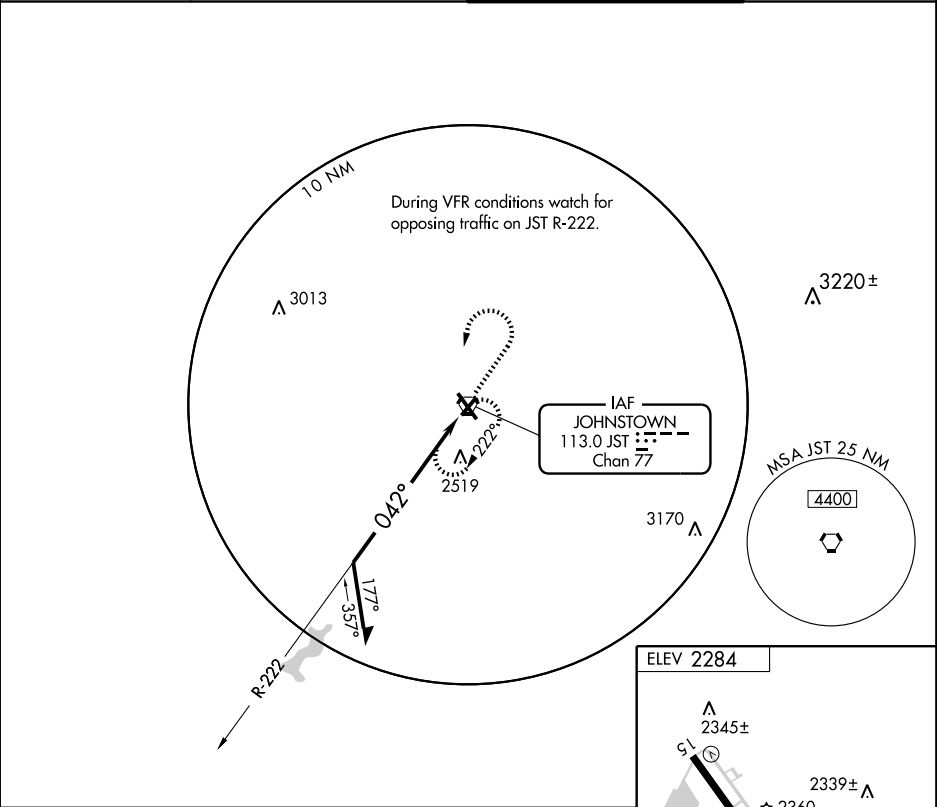


NE-4, 17 DEC 2009 to 14 JAN 2010

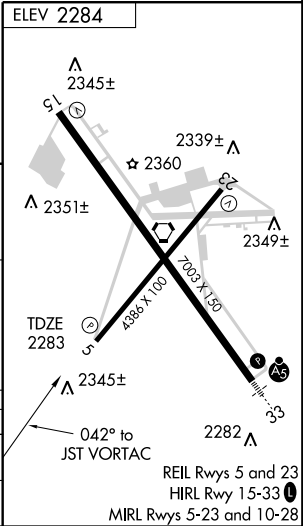
VORTAC JST 113.0 Chan 77	APP CRS 042°	Rwy Idg TDZE Apt Elev 4386 2283 2284
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JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

<p>▼ If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.</p> <p>▲</p>		MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.	
ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6



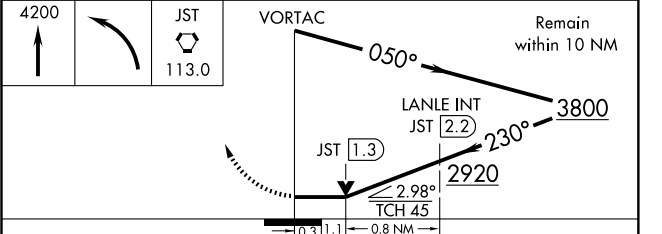
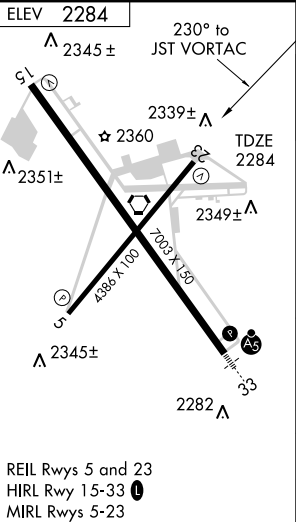
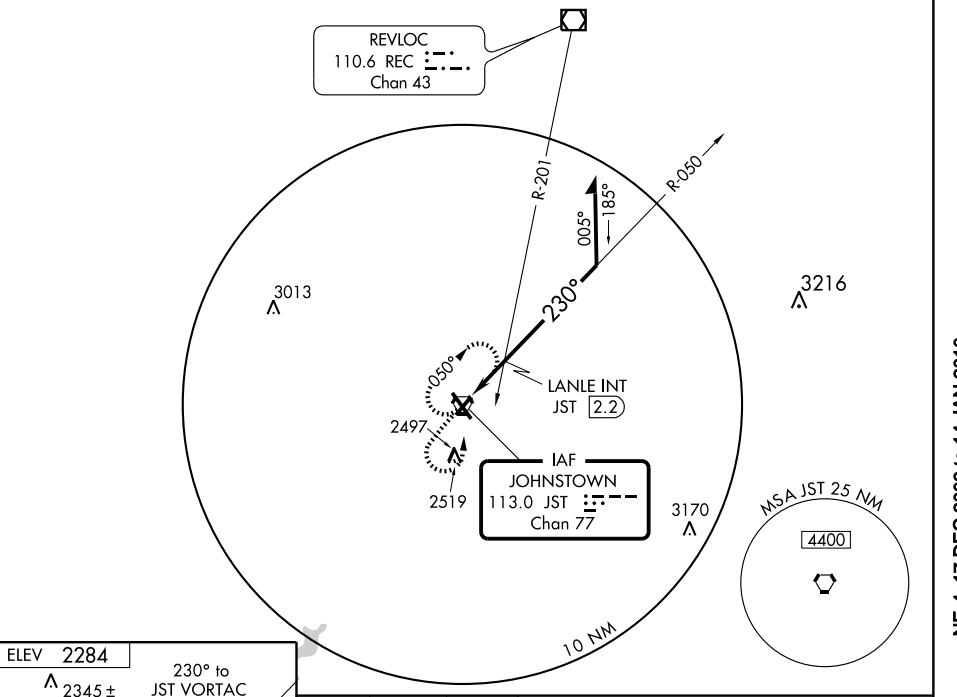
CATEGORY	A	B	C	D
S-5	2880-1 597 (600-1)		2880-1½ 597 (600-1½)	2880-1¾ 597 (600-1¾)
CIRCLING	2880-1 596 (600-1)		2880-1½ 596 (600-1½)	2880-2 596 (600-2)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS 118.325	CLEVELAND CENTER 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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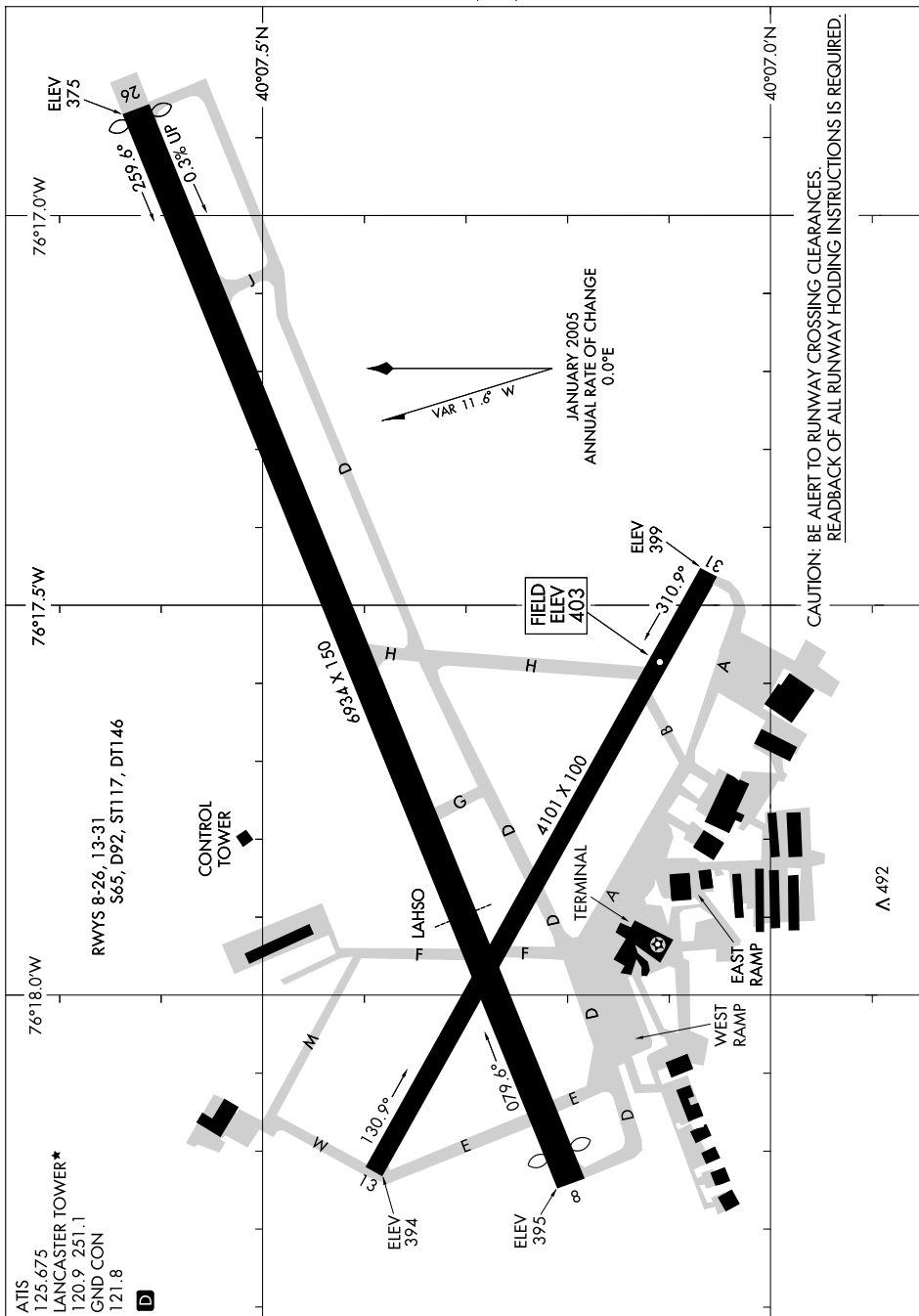
CATEGORY	A	B	C	D
S-23	2920-1	636 (700-1)	2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1	636 (700-1)	2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)
LANCASTER, PENNSYLVANIA



NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-LNS	APP CRS	Rwy ldg	6275
108.7	077°	TDZE	399
		Apt Elev	403

ILS or LOC RWY 8

LANCASTER (LNS)

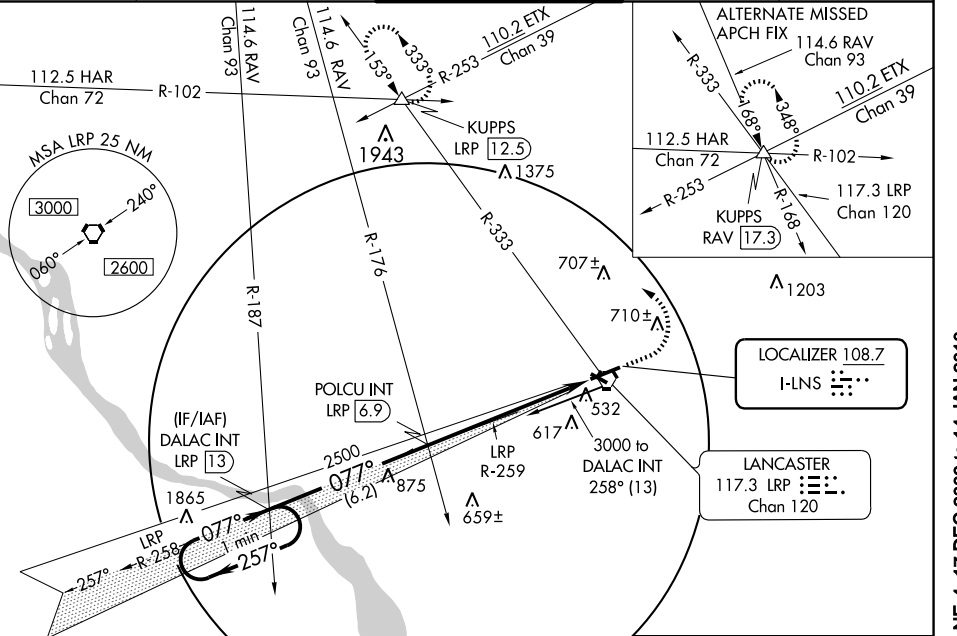
⚠

Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) 0 251.1	121.8	122.95



ELEV 403

D

One Minute Holding Pattern

DALAC INT LRP 13

POLCU INT LRP 6.9

1200

3000

KUPPS

3000 ← 257°

077° →

077°

2500

2500

LRP 0.5

VORTAC

GS 3.00°

TCH 40

6.2 NM

6.4 NM

REIL Rwy 31

HIRL Rwy 8-26

MIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots

60

90

120

150

180

Min:Sec

6:24

4:16

3:12

2:34

2:08

NE-4, 17 DEC 2009 to 14 JAN 2010


WAAS CH 77915 W08A	APP CRS 077°	Rwy Idg TDZE Apt Elev	6275 399 403
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RNAV (GPS) RWY 8
LANCASTER (LNS)

⚠ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

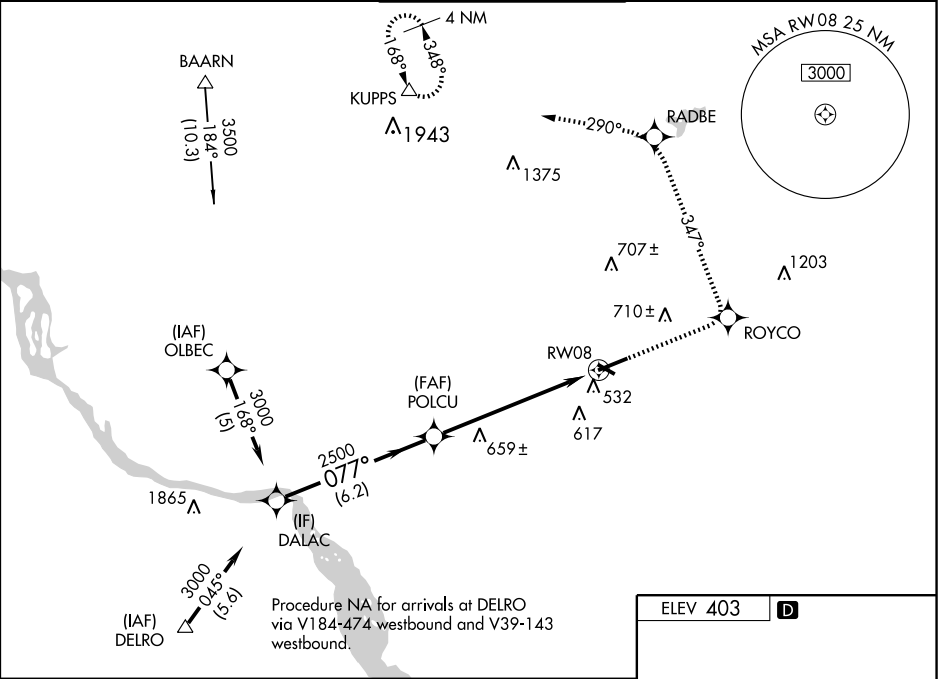
MALSR



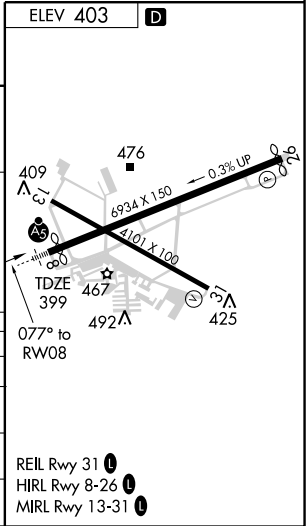
3000

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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Procedure Turn NA	DALAC		3000 ↑		ROYCO ✦		trk 347°		RADBE ✦		trk 290°		KUPPS △	
	3000		077°		POLCU		*1.6 NM to RW08		RW08					
	GS 3.00° TCH 40		2500		*LNAV only									
			6.2 NM		4.8 NM		1.6							
	CATEGORY		A		B		C		D					
	LPV DA		649-1 250 (300-1)											
LNAV/ VNAV DA		879-1¾ 480 (500-1¾)												
LNAV MDA		940-1 541 (600-1)				940-1½ 541 (600-1½)				940-1¾ 541 (600-1¾)				
CIRCLING		940-1 537 (600-1)				940-1½ 537 (600-1½)				1060-2 657 (700-2)				

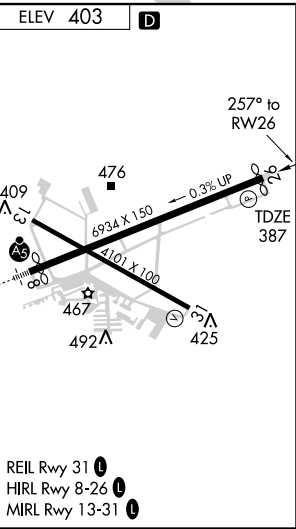
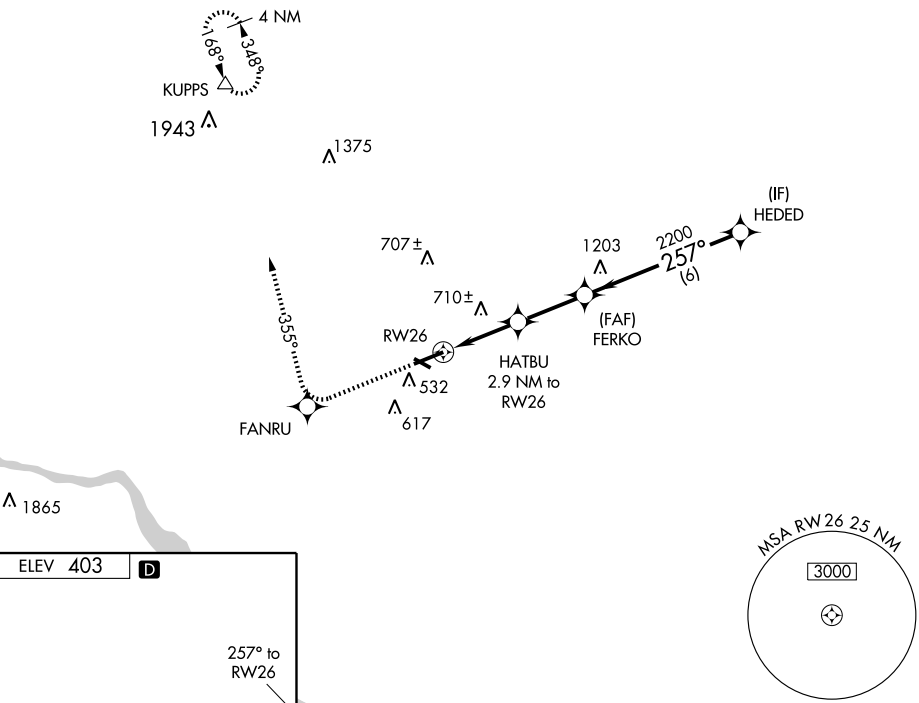


APP CRS	Rwy Idg	5775
257°	TDZE	387
	Apt Elev	403

RNAV (GPS) RWY 26
LANCASTER (LNS)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA when using Harrisburg Intl altimeter setting.			MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.	
ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95

RADAR REQUIRED



	3000	FANRU	KUPPS	HEDED
	↑	✧	△	
		1.9 NM to RW26	2.9 NM to RW26	
		1.9	1 NM	2.6 NM
			1340	2200
			≤ 3.06° TCH 47	
			6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1020-1 633 (700-1)	1020-1 633 (700-1 3/4)	1020-2 633 (700-2)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)	1020-1 617 (700-1 3/4)	1080-2 677 (700-2 1/4)	1080-2 677 (700-2 1/4)

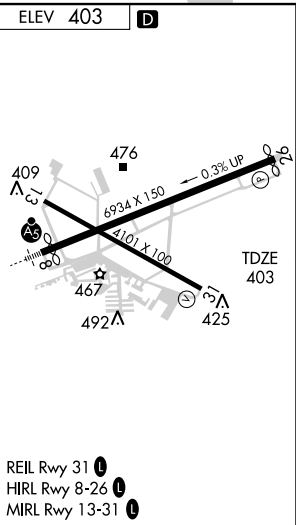
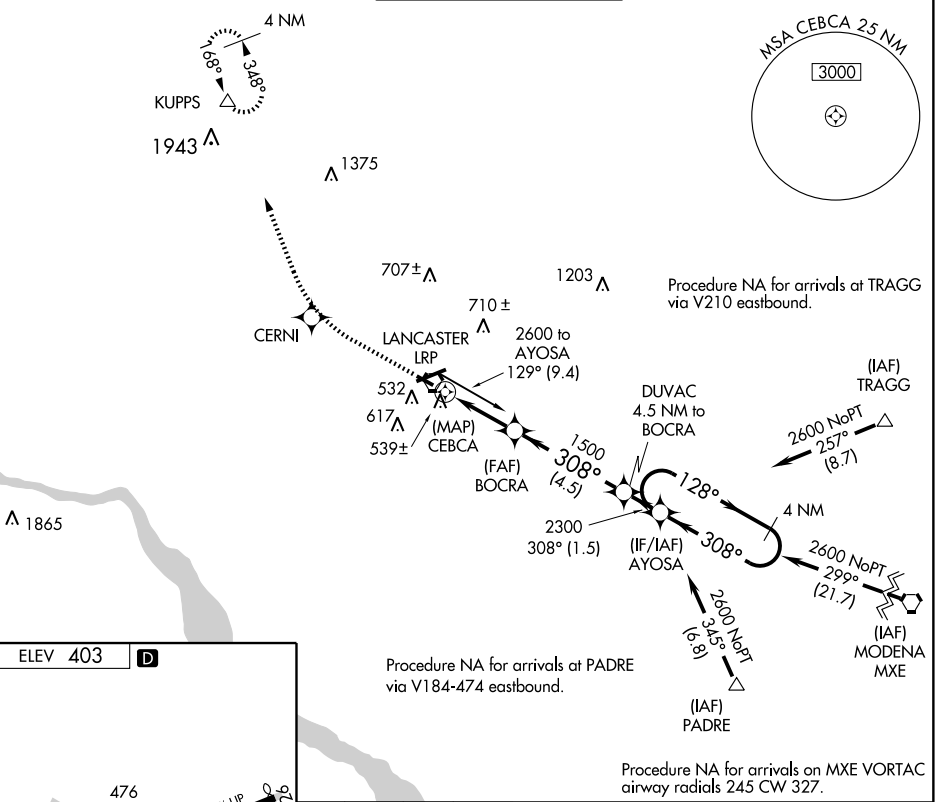
APP CRS	Rwy Idg	4102
308°	TDZE	403
	Apt Elev	403

RNAV (GPS) RWY 31

LANCASTER (LNS)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.
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ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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3000	CERNI	348° trk	KUPPS	AYOSA	4 NM Holding Pattern
				DUVAC 4.5 NM to BOCRA	
				0.7 NM to CEBCA	
				CEBCA 3.00° TCH 37	
				0.5 0.7 2.2 NM 4.5 NM 1.5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	800-1	397 (400-1)	800-1½	397 (400-1½)	
CIRCLING	920-1	517 (600-1)	920-1½	1080-2¼	677 (700-2¼)

VORTAC LRP 117.3 Chan 120	APP CRS 090°	Rwy Idg 6275 TDZE 399 Apt Elev 403
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VOR/DME RWY 8

LANCASTER (LNS)

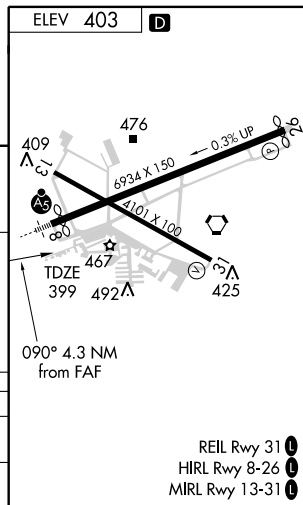
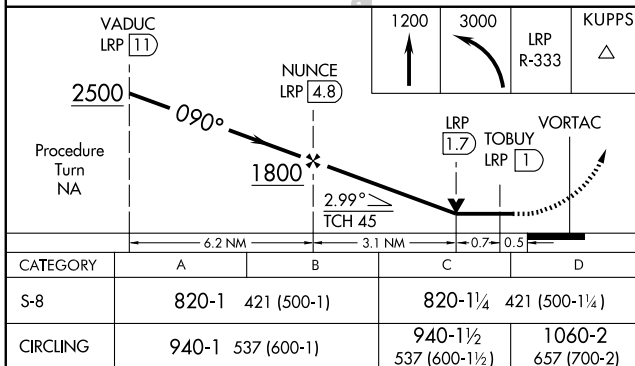
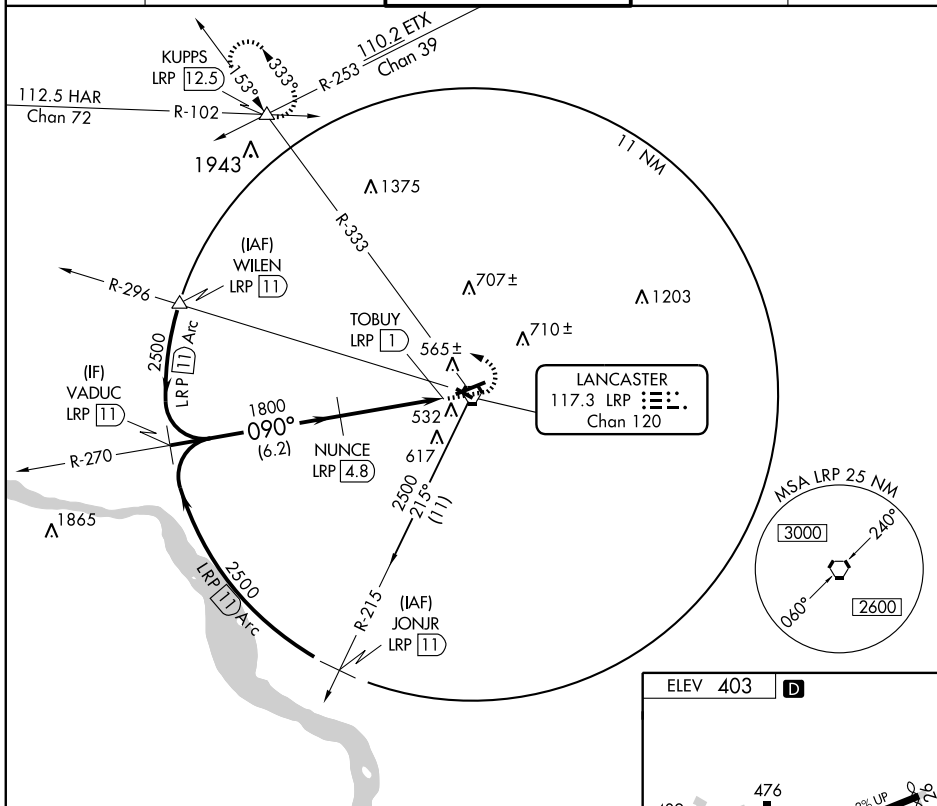
▼ Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MALSR



MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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VORTAC LRP 117.3 Chan 120	APP CRS 247°	Rwy Idg 5775 TDZE 387 Apt Elev 403
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VOR/DME RWY 26

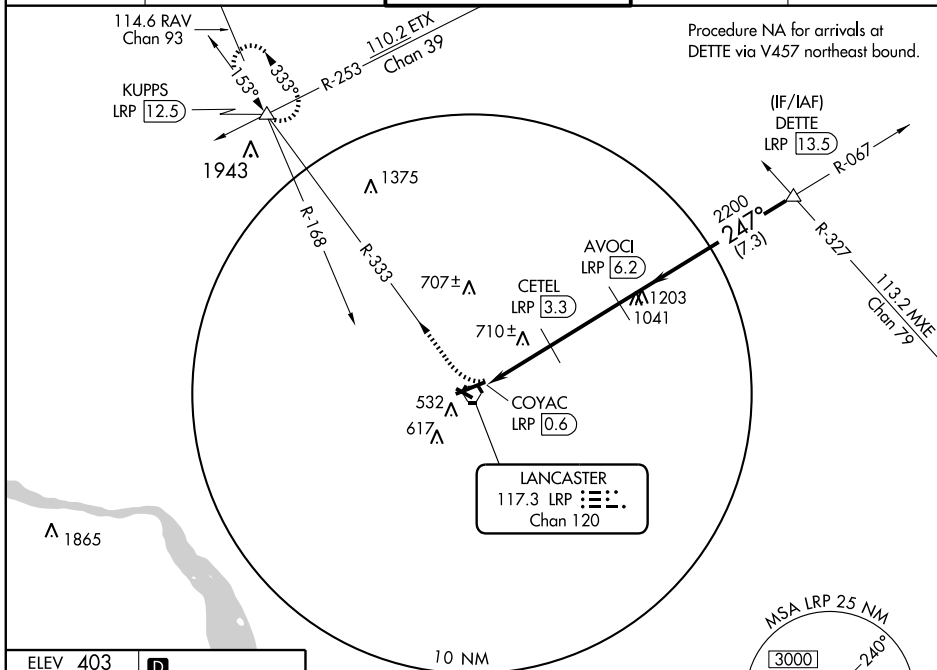
LANCASTER (LNS)



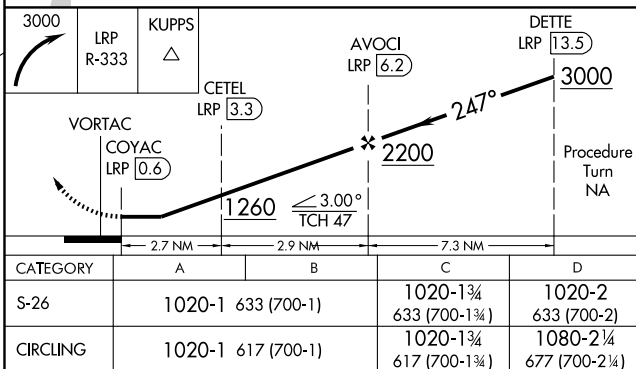
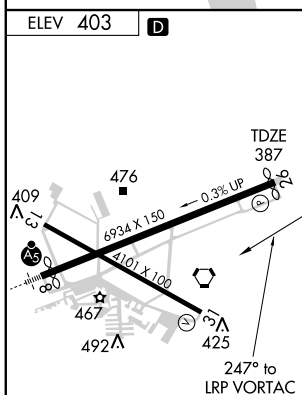
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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NE-4. 17 DEC 2009 to 14 JAN 2010



REIL Rwy 31 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 13-31 **L**

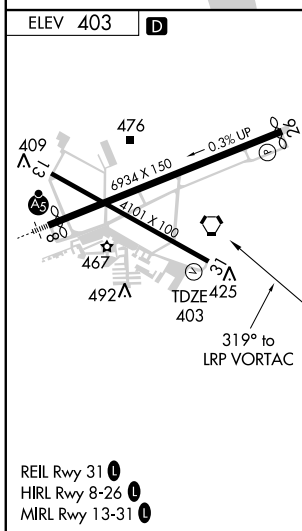
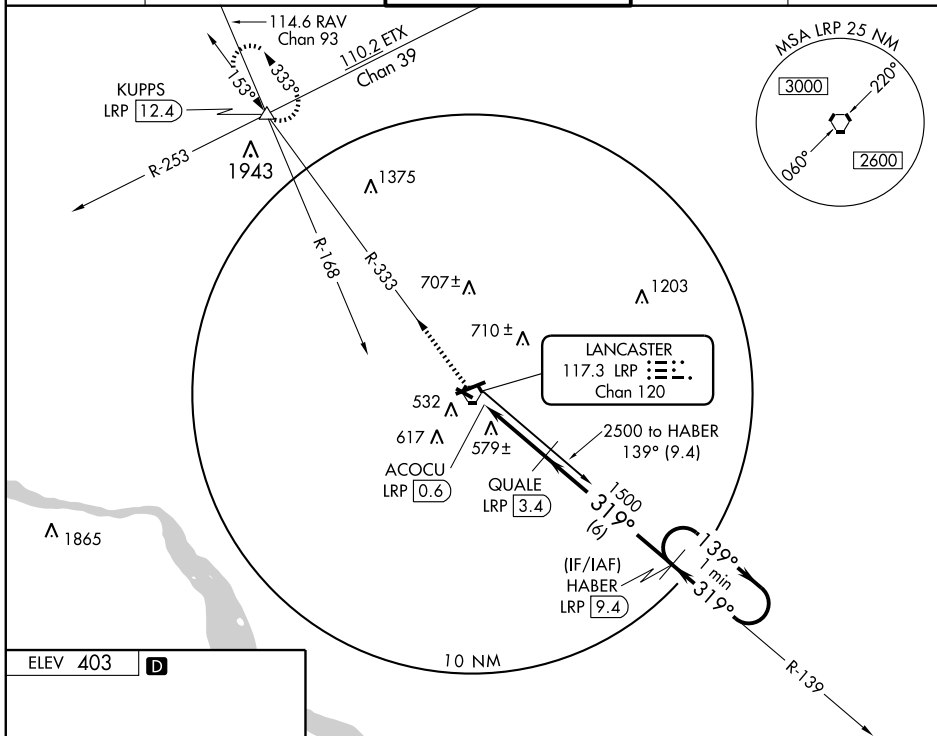
VORTAC LRP 117.3 Chan 120	APP CRS 319°	Rwy Idg 4102 TDZE 403 Apt Elev 403
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VOR/DME RWY 31
LANCASTER (LNS)

T If local altimeter setting not received, use Harrisburg
A Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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3000
↑
LRP R-333
KUPPS △

HABER LRP 9.4
One Minute Holding Pattern

QUALE LRP 3.4

VORTAC
ACOCU LRP 0.6

LRP 1.4

1500

3.00°
TCH 37

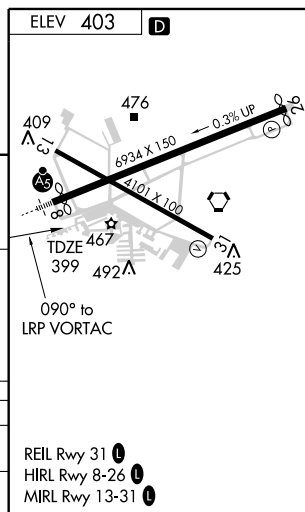
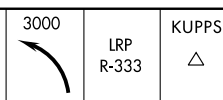
0.6 0.7 2 NM 6 NM

319° 139° 2500

CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

VOR RWY 8
LANCASTER (LNS)

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.



CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3	1001 (1000-3)
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3	997 (1000-3)

AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE / ARNOLD PALMER GNL (LBE)
LATROBE, PENNSYLVANIA

ATIS
118.375
PALMER TOWER ★
125.0
GND CON
121.8



40°17.0'N

VAR 9.3° N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

40°16.5'N

40°16.5'N

40°16.0'N

40°15.5'N

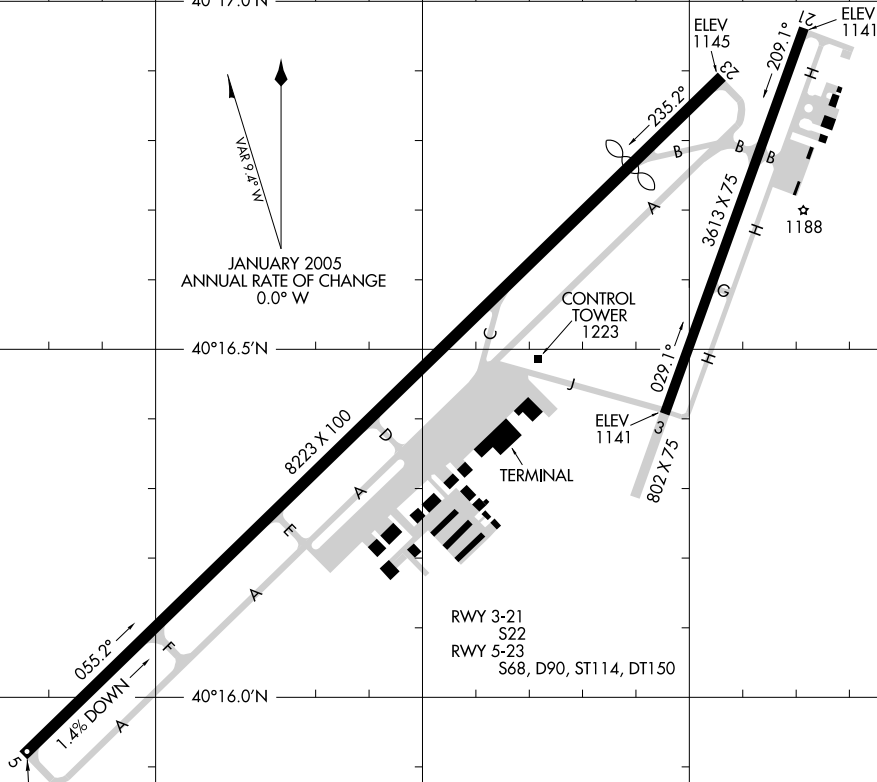
79°25.0'W

79°24.5'W

79°24.0'W

FIELD
ELEV
1199

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



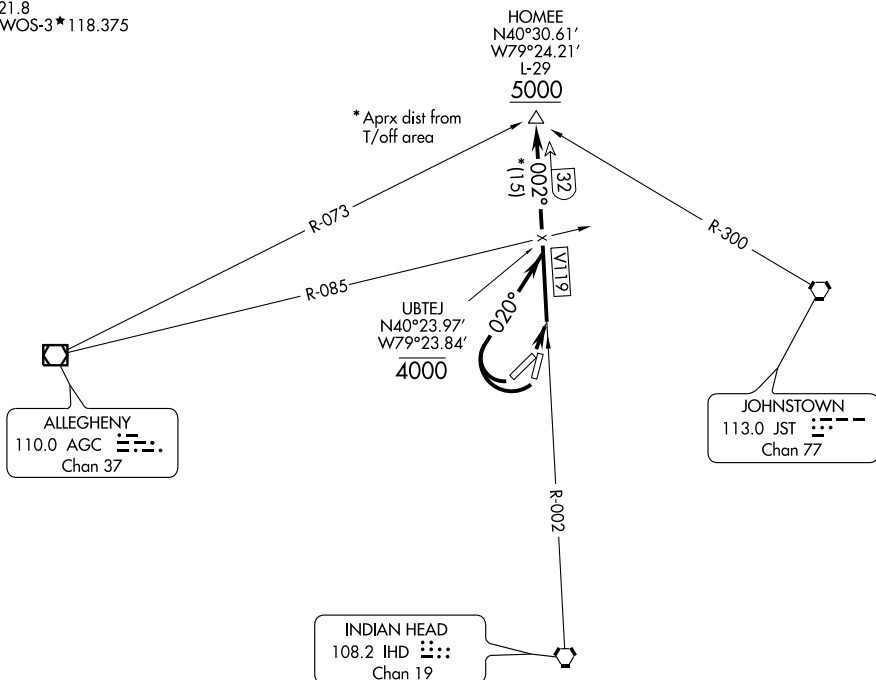
NE-4, 17 DEC 2009 to 14 JAN 2010

HOMEE TWO DEPARTURE

SL-5125 (FAA)

LATROBE, PENNSYLVANIA

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER ★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375



NE-4, 17 DEC 2009 to 14 JAN 2010

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002.

Thence

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002.

Thence

. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000'. Cross HOMEE INT at or above 5000'. Thence via (assigned route).

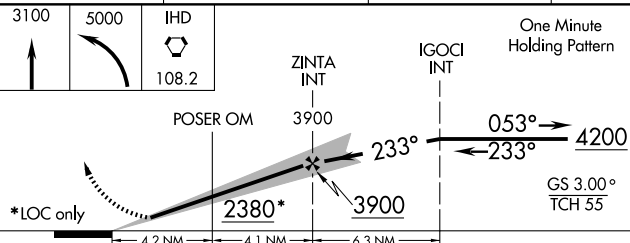
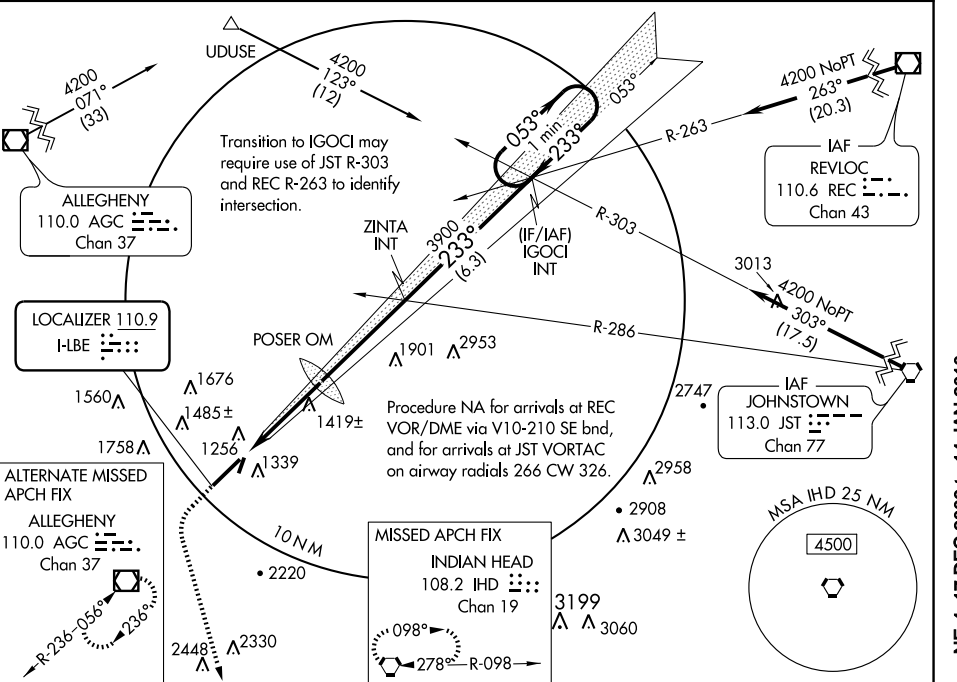
LOC I-LBE	APP CRS	Rwy Idg	7373
110.9	233°	TDZE	1145
		Apt Elev	1199

⚠ Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSRL, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409', and all MDAs 80'. Circling to Rwy 3 NA at night.

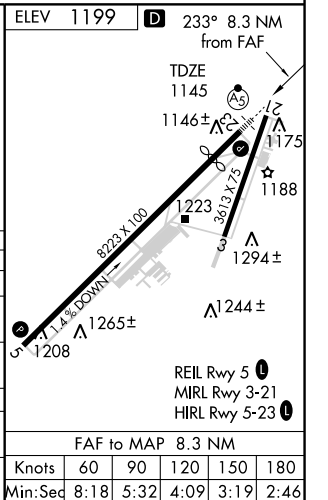
MALSRL

MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER	GND CON
118.375	124.4 327.1	125.0 (CTAF) 0	121.8



CATEGORY	A	B	C	D
S-ILS 23		1345-½	200 (200-½)	
S-LOC 23	2380-1¼	1235 (1200-1¼)	2380-2½	1235 (1200-2½)
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3	1181 (1200-3)
POSER OM MINIMUMS				
S-LOC 23	1680-½	535 (500-½)	1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1	521 (600-1)	1780-1½ 581 (600-1½)	1800-2 601 (700-2)



NE-4, 17 DEC 2009 to 14 JAN 2010

NDB BHU	APP CRS	Rwy Idg	7373
382	233°	TDZE	1139
		Apt Elev	1185

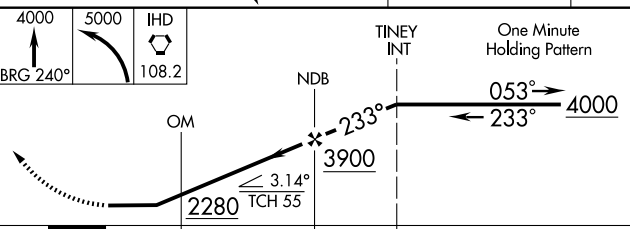
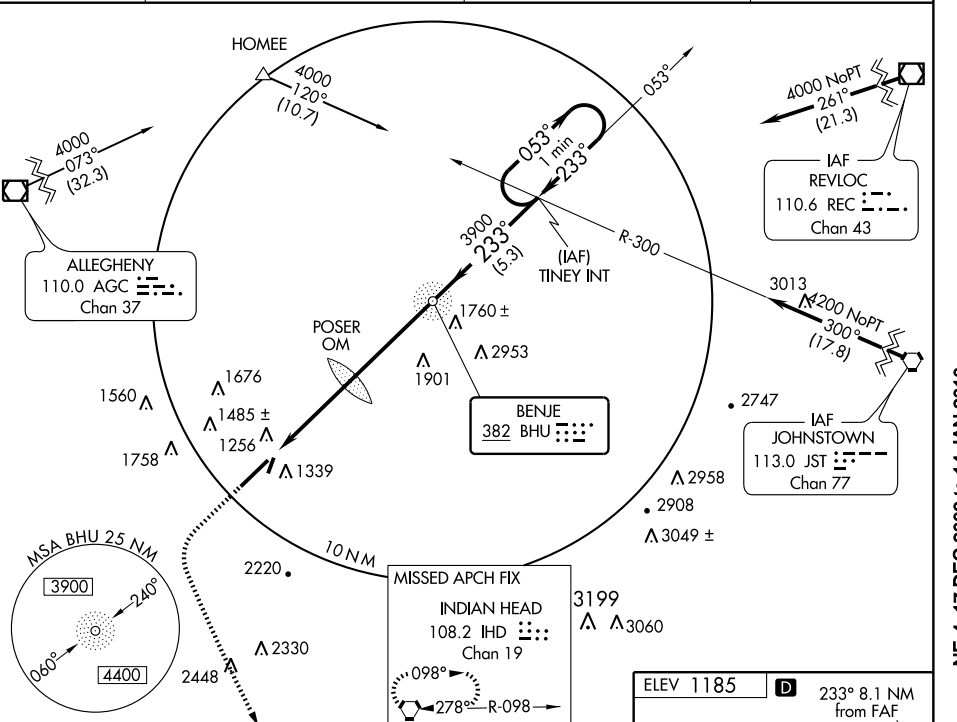
⚠

Circling not authorized SE of Rwy 3-21.
Circling not authorized to Rwy 3 at night.
Inoperative table not apply.

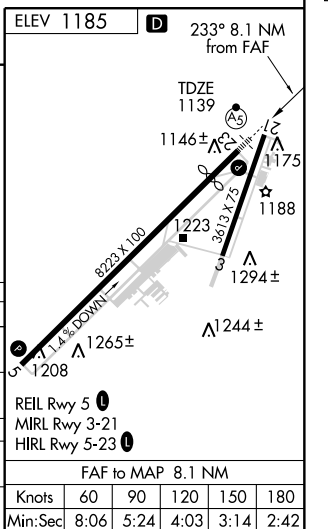
MALS R

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS 118.375	CLEVELAND CENTER 124.4 327.1	PALMER TOWER * 125.0 (CTAF) 0	GND CON 121.8
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CATEGORY	A	B	C	D
S-23	2280-1¼ 1141 (1100-1¼)	2280-1½ 1141 (1100-1½)	2280-3 1141 (1100-3)	
CIRCLING	2280-1¼ 1095 (1100-1¼)	2280-1½ 1095 (1100-1½)	2280-3 1095 (1100-3)	
OM MINIMUMS				
S-23	1940-1 801 (800-1)	1940-1¼ 801 (800-1¼)	1940-2¼ 801 (800-2¼)	1940-2½ 801 (800-2½)
CIRCLING	1940-1 755 (800-1)	1940-1¼ 755 (800-1¼)	1940-2¼ 755 (800-2¼)	1940-2½ 755 (800-2½)



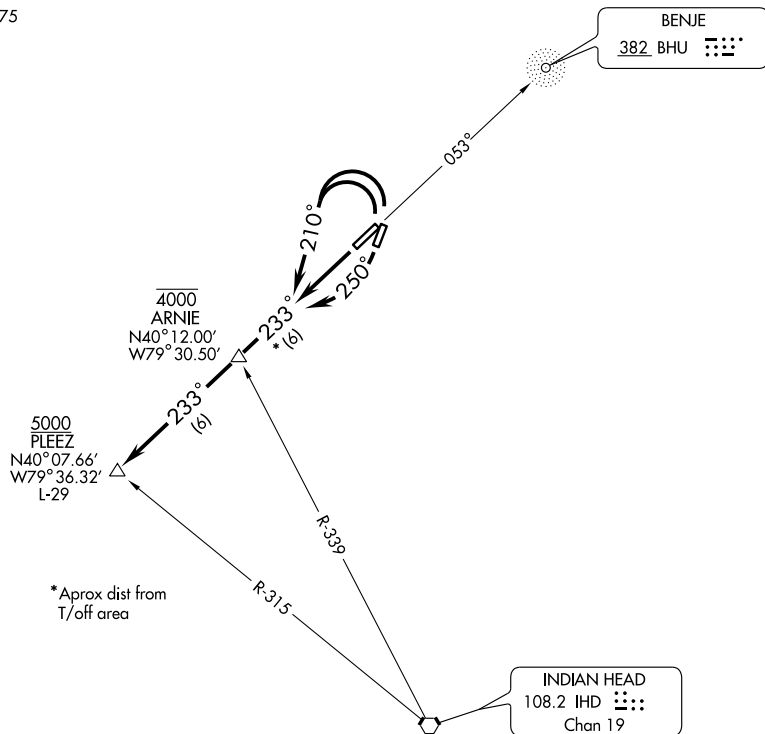
NE-4, 17 DEC 2009 to 14 JAN 2010

PLEEZ TWO DEPARTURE

SL-5125 (FAA)

LATROBE, PENNSYLVANIA

ATIS 118.375
 CLEVELAND CENTER
 124.4 327.1
 PALMER TOWER★
 125.0 (CTAF)
 GND CON
 121.8
 AWOS-3★118.375



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . .

TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . .

TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . .

. . . Via BHU 233° bearing to PLEEZ INT.

Cross ARNIE INT at or below 4000'.

Cross PLEEZ INT at or above 5000'. Thence via (assigned route).

APP CRS	Rwy Idg	8223
053°	TDZE	1199
	Apt Elev	1199

RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

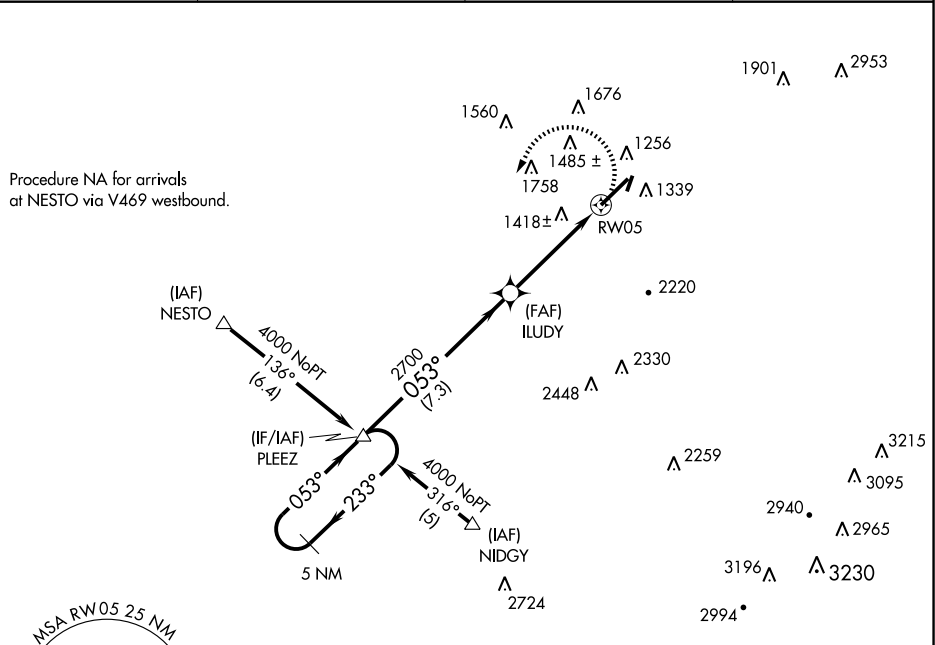
▼

▲

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

ATIS 118.375	CLEVELAND CENTER 124.4 327.1	PALMER TOWER★ 125.0 (CTAF) 0	GND CON 121.8
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5 NM Holding Pattern

PLEEZ

ILUDY

RW05

4000

2700

3.04°

TCH 45

7.3 NM

4.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

ELEV 1199

D

TDZE 1199

8223 X 100

3813 X 75

1146±

1175

1188

1223

1265±

1244±

1208

053° to RW05

REIL Rwy 5 0

MIRL Rwy 3-21

HIRL Rwy 5-23 0

NE-4.17 DEC 2009 to 14 JAN 2010

WAAS CH 70499 W23A	APP CRS 233°	Rwy Idg 7373 TDZE 1145 Apt Elev 1199
--	------------------------	---

RNAV (GPS) RWY 23

LATROBE/ARNOLD PALMER RGNL (LBE)

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.

For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDA's 80'.

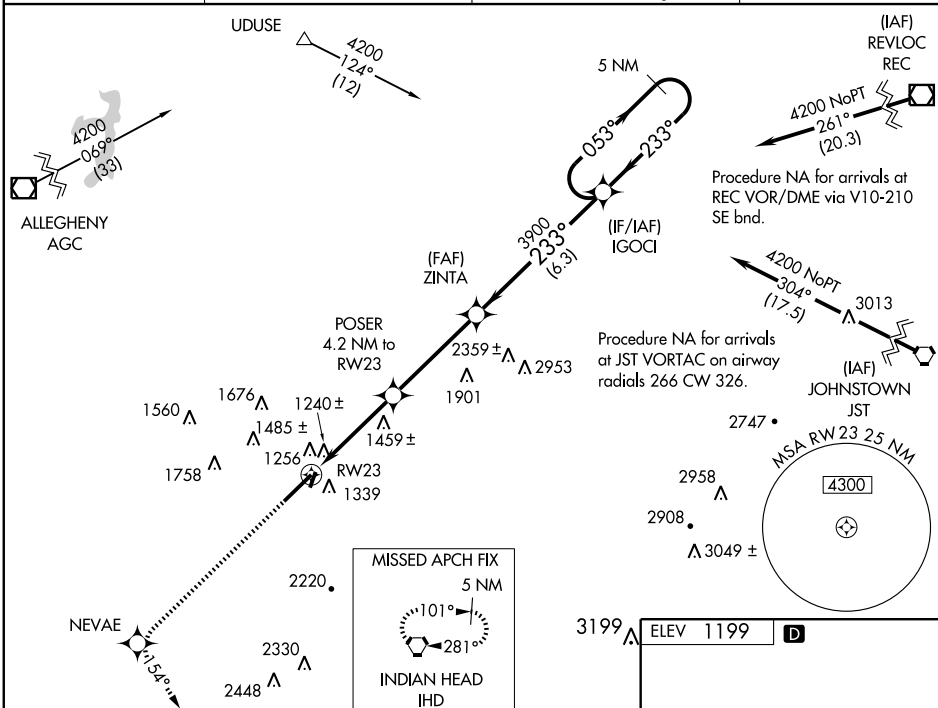
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

MALS

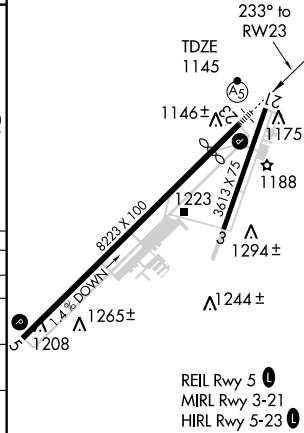


MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS 118.375	CLEVELAND CENTER 124.4 327.1	PALMER TOWER ★ 125.0 (CTAF) ①	GND CON 121.8
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CATEGORY	A	B	C	D
LPV DA		1420 - ½	275 (300-½)	
LNAV/VNAV DA		1544 - 1	399 (400-1)	
LNAV MDA	1720 - ½	575 (600-½)	1720 - 1 575 (600-1)	1720 - 1¼ 575 (600-1¼)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)



LQX NDB	APP CRS	Rwy ldg	3000
<u>339</u>	070°	TDZE	534
		Apt Elev	534

NDB RWY 8

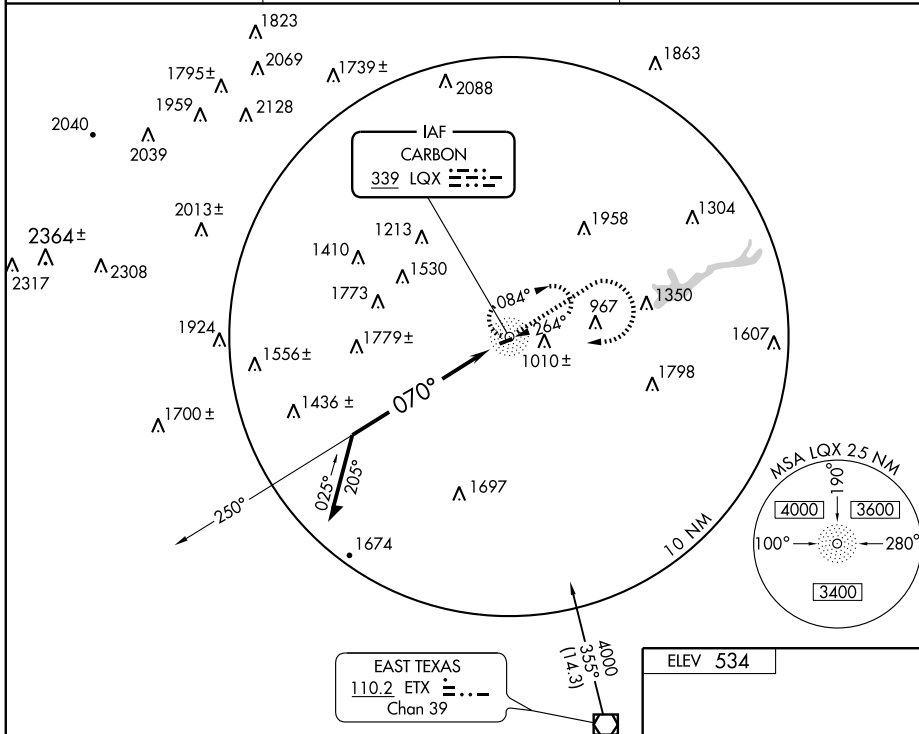
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

T **A** NA Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

ASOS
119,350

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.05 (CTAF) **L**

NE-4. 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM

3200

NDB

250

0700

250

400

LQX

339

ELEV 534

070° to
LQX NDB

1



0.8% UP

534 TDZE

IRL Rwy 8-26

EL Rwy 8 an

CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

NDB RWY 26

LEHIGHTON / JAKE ARNER MEMORIAL (22°N)

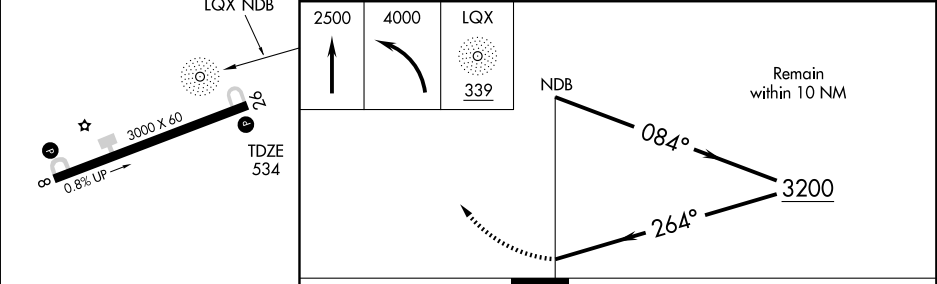
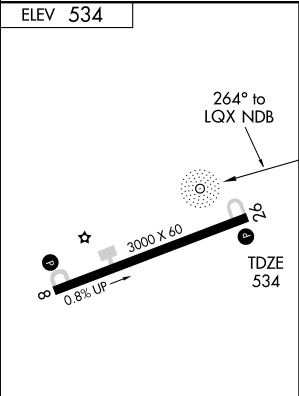
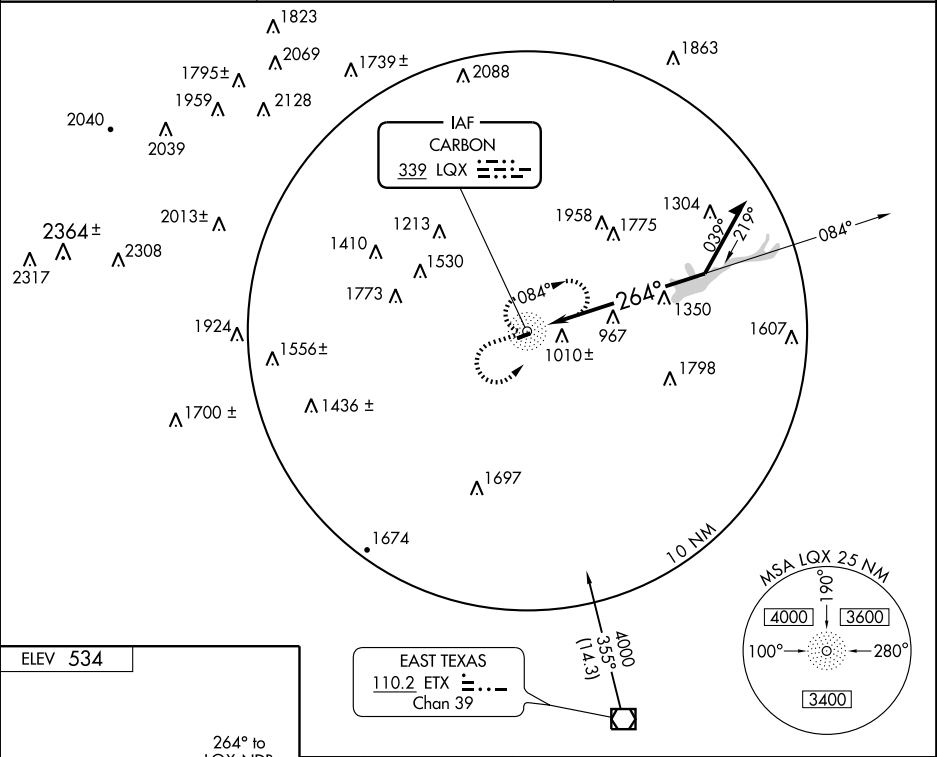
LQX NDB	APP CRS	Rwy Idg	3000
339	264°	TDZE	534
		Apt Elev	534

NA

Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) 0



CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

APP CRS	Rwy ldg	3000
081°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 8

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

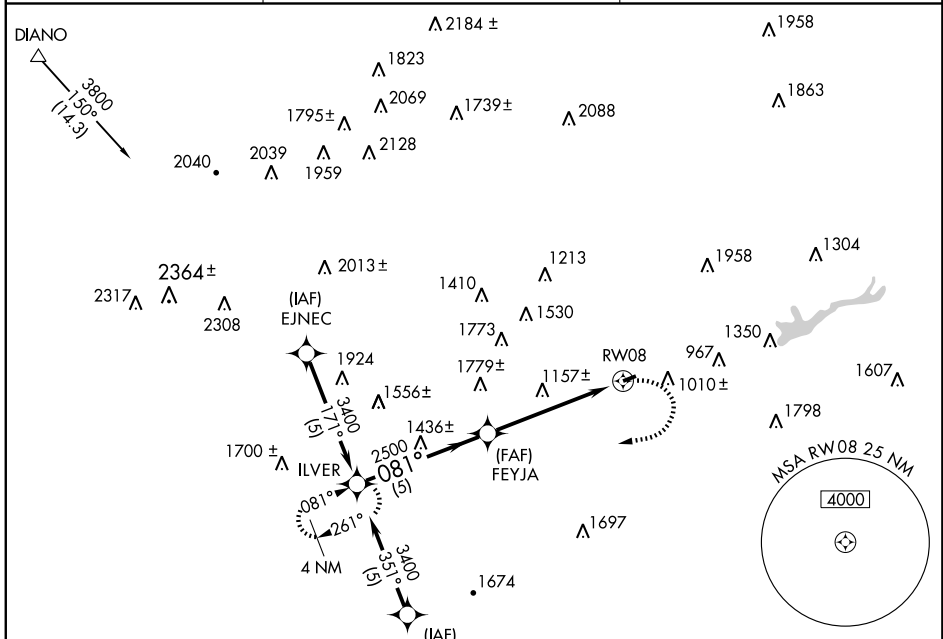


Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

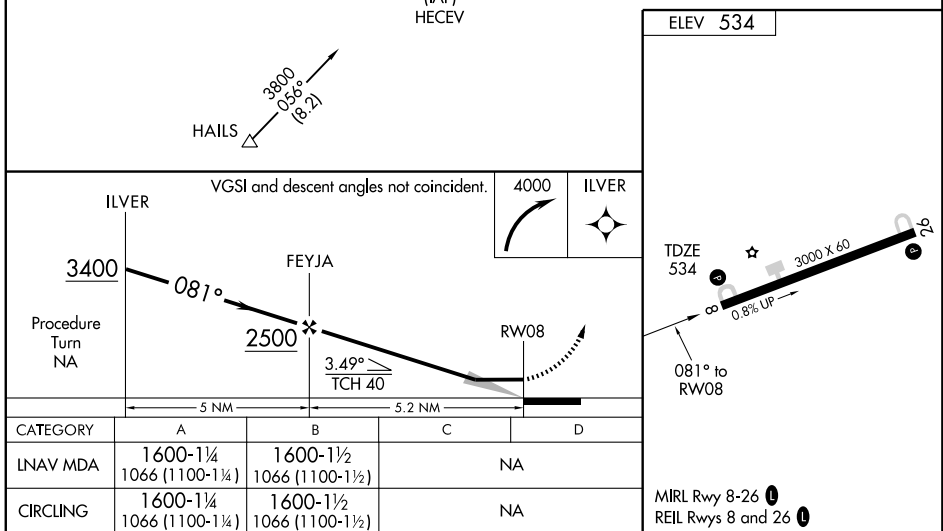
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

ASOS
119,350

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.05 (CTAF) **L**

NE-4. 17 DEC 2009 to 14 JAN 2010



APP CRS
261°

Rwy Idg	3000
TDZE	534
Apt Elev	534

RNAV (GPS) RWY 26

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

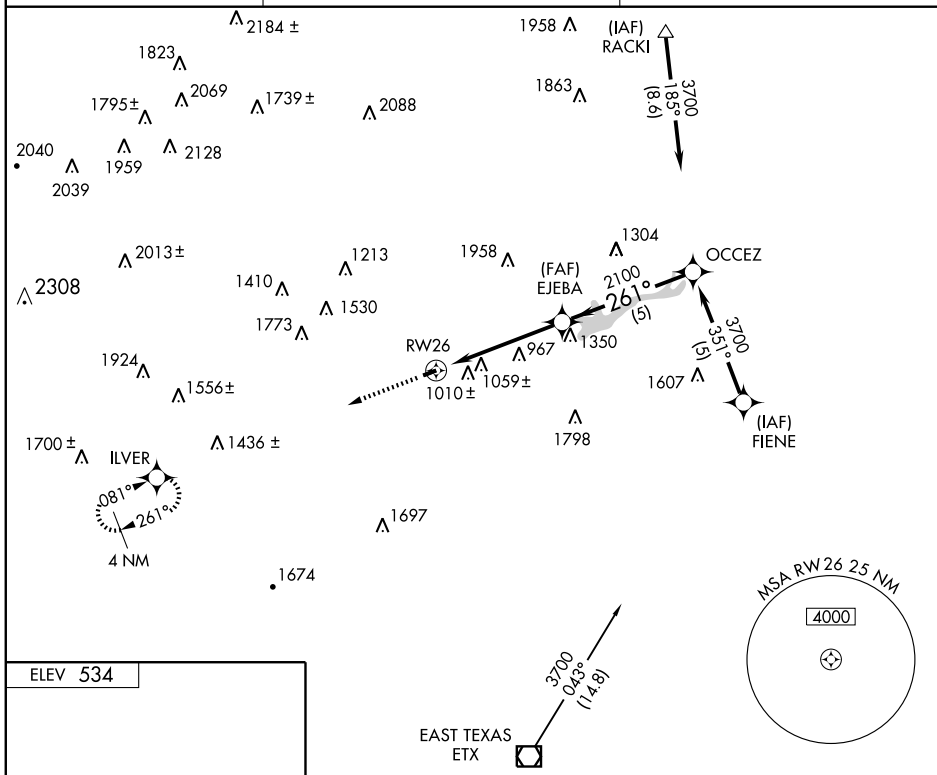


Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

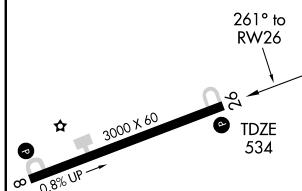
MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

ASOS
119.350

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.05 (CTAF) **L**

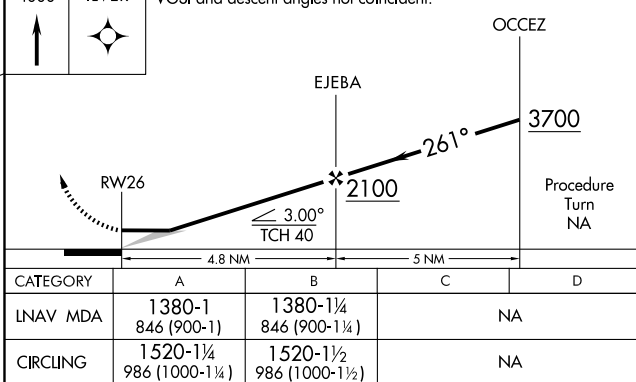
ELEV 534



4000

ILVER

VGSI and descent angles not coincident.



MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

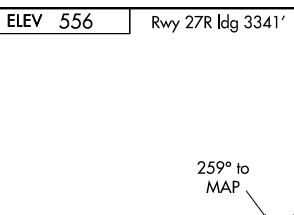
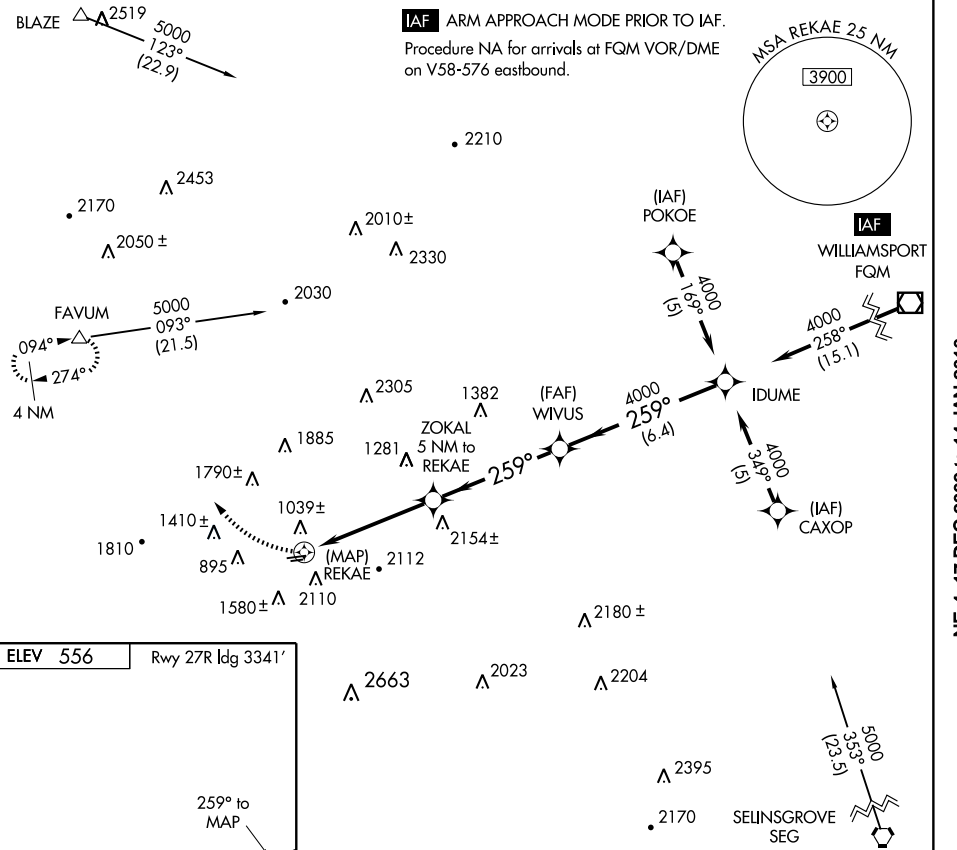
RNAV (GPS)-A

LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

Use Williamsport Rgnl altimeter setting.
 NA Circling NA south of Rwy 09-27. Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

WILLIAMSPORT ASOS 125.225	NEW YORK CENTER 134.8 338.3	UNICOM 122.8 (CTAF)
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	5000	FAVUM		
		REKAE	WIVUS	IDUME
		2920	4000	4000
		259°	259°	259°
		5 NM	4.9 NM	6.4 NM
				Procedure Turn NA
CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1384 (1400-1¼)	1940-1½ 1384 (1400-1½)	2000-3 1444 (1500-3)	NA

NE-4, 17 DEC 2009 to 14 JAN 2010

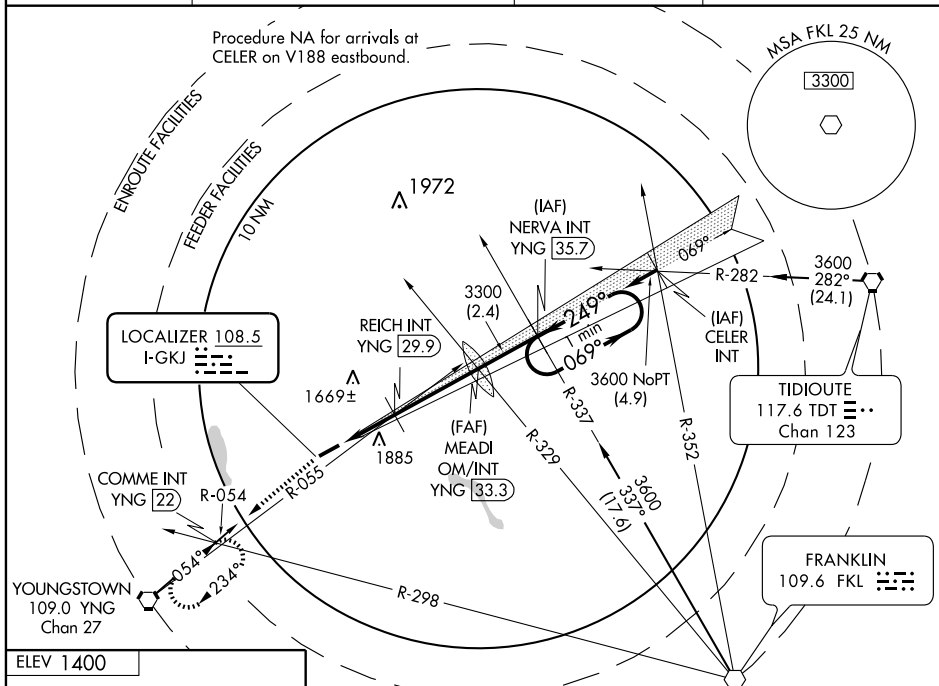
LOC RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

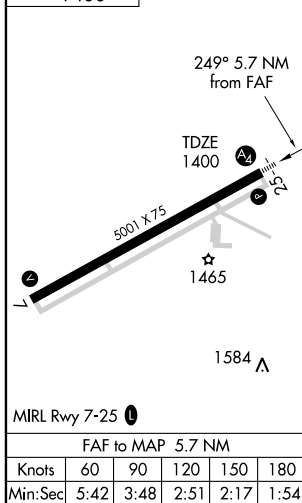
LOC I-GKJ 108.5	APP CRS 249°	Rwy Idg TDZE Apt Elev	5001 1400 1400
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▼ NA	Inoperative table does not apply.	MALS A2 -	MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.
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ASOS 121.425	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
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ELEV 1400



3000

↑

HDG 234°

YNG R-054

109.0

COMME

INT

REICH INT

YNG (29.9)

MEADI

OM/INT

YNG (33.3)

NERVA INT

YNG (35.7)

One Minute

Holding Pattern

069° →

← 249°

3600

2180

3300

249°

3.10°

TCH 40

2.3 NM

3.4 NM

2.4 NM

CATEGORY	A	B	C	D
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)
REICH FIX MINIMUMS				
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

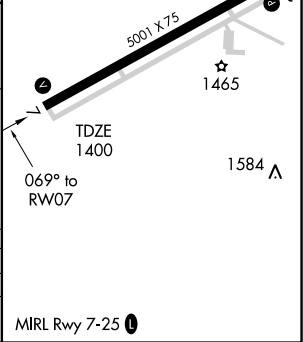
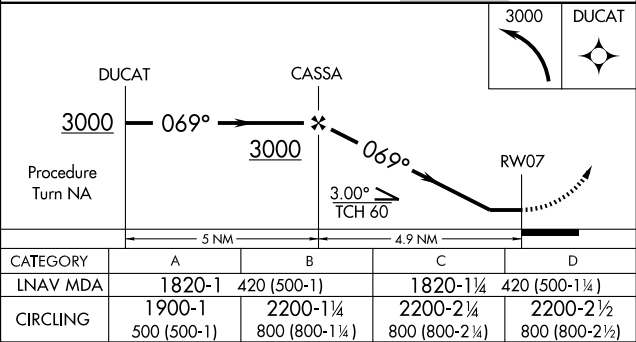
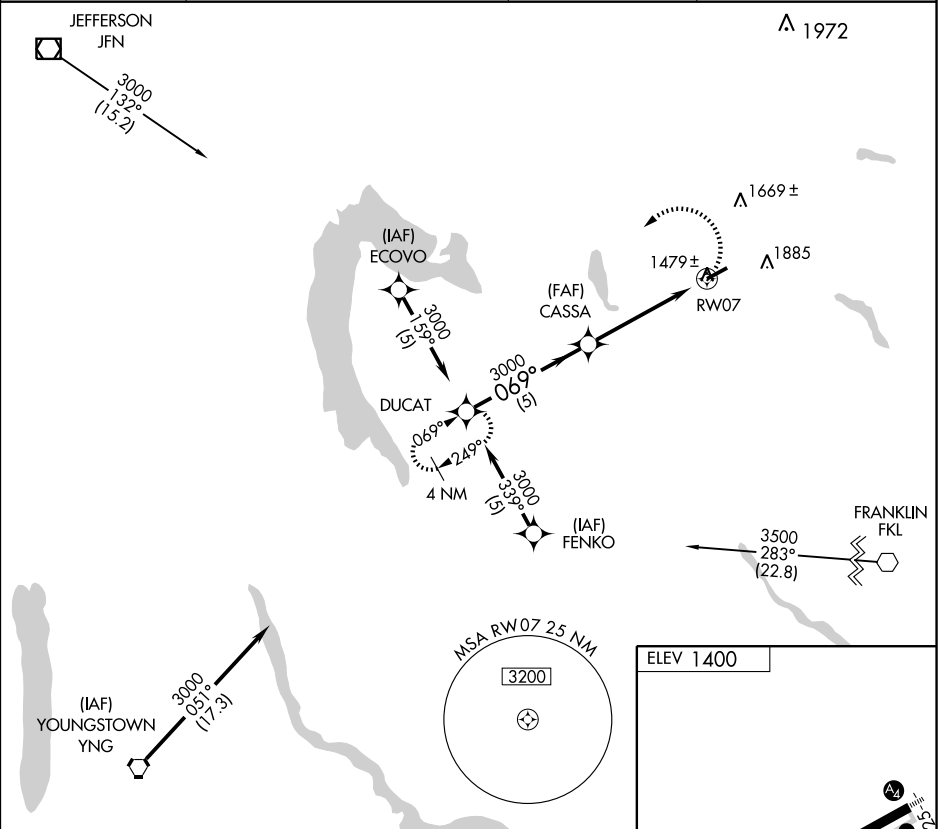
APP CRS	Rwy Idg	5001
069°	TDZE	1400
	Apt Elev	1400

RNAV (GPS) RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.
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ASOS 121.425	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF)
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APP CRS
249°

Rwy Idg
TDZE
Apt Elev

5001
1400
1400

RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

NA

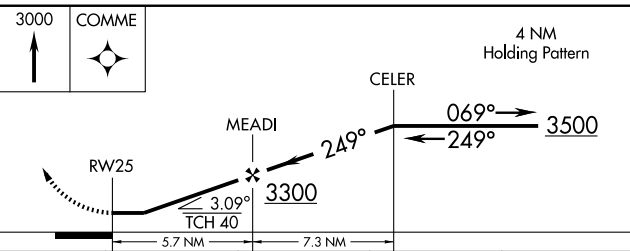
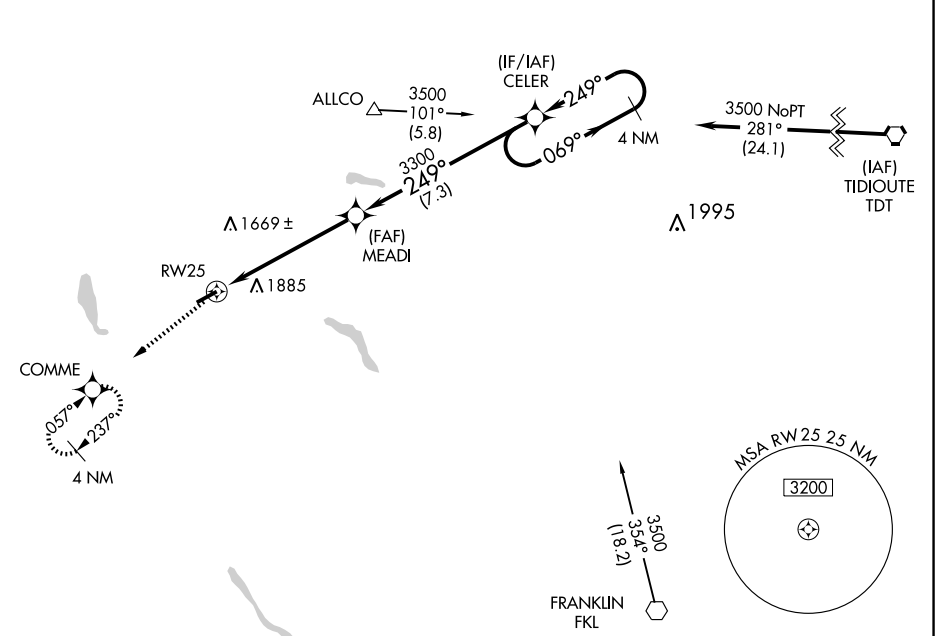
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MALS

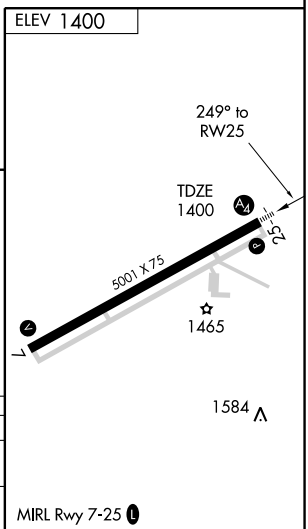
-

MISSED APPROACH: Climb to 3000
direct COMME WP and hold.

ASOS 121.425	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2140-2 740 (800-2)	2140-2¼ 740 (800-2¼)
CIRCLING	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)



NE-4, 17 DEC 2009 to 14 JAN 2010

VOR RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

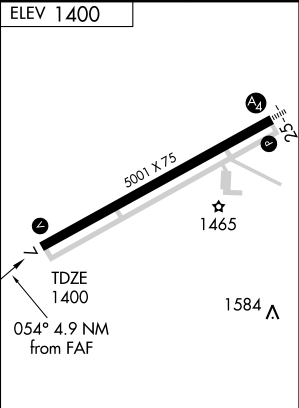
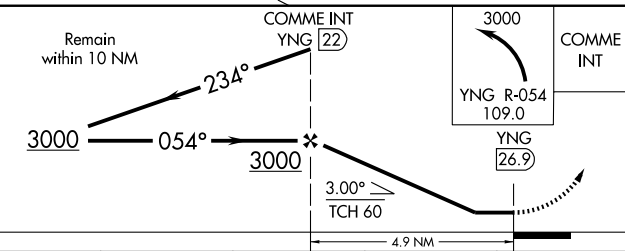
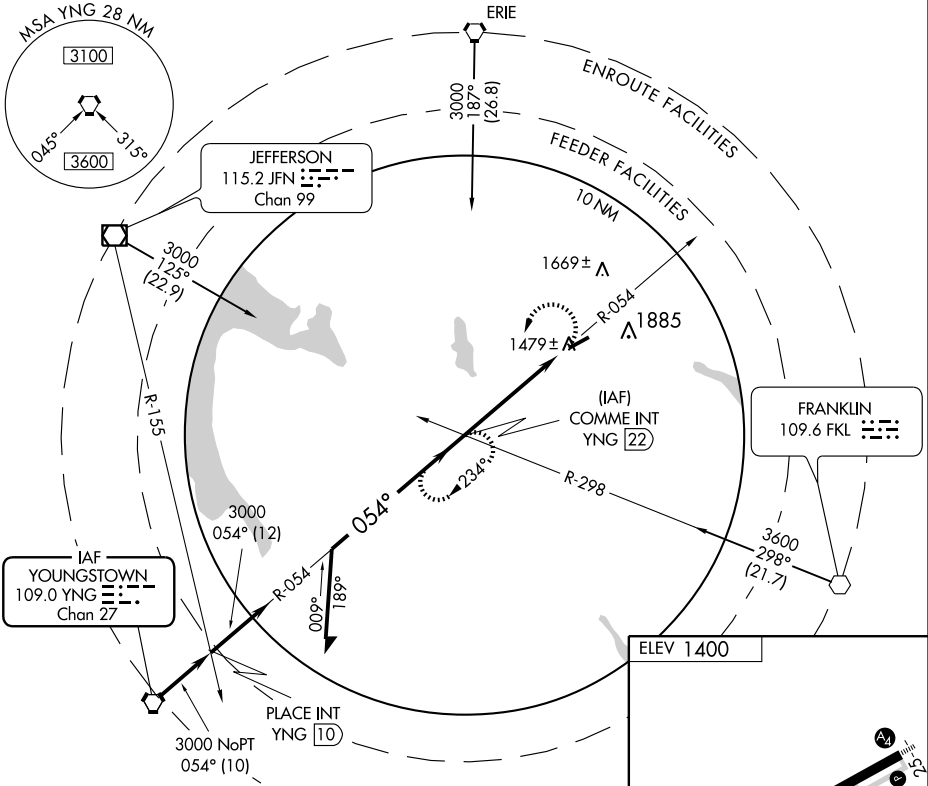
VORTAC YNG	APP CRS	Rwy Idg	5001
109.0	054°	TDZE	1400
Chan 27		Apt Elev	1400



NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

ASOS 121.425	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 0	FAF to MAP 4.9 NM				
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

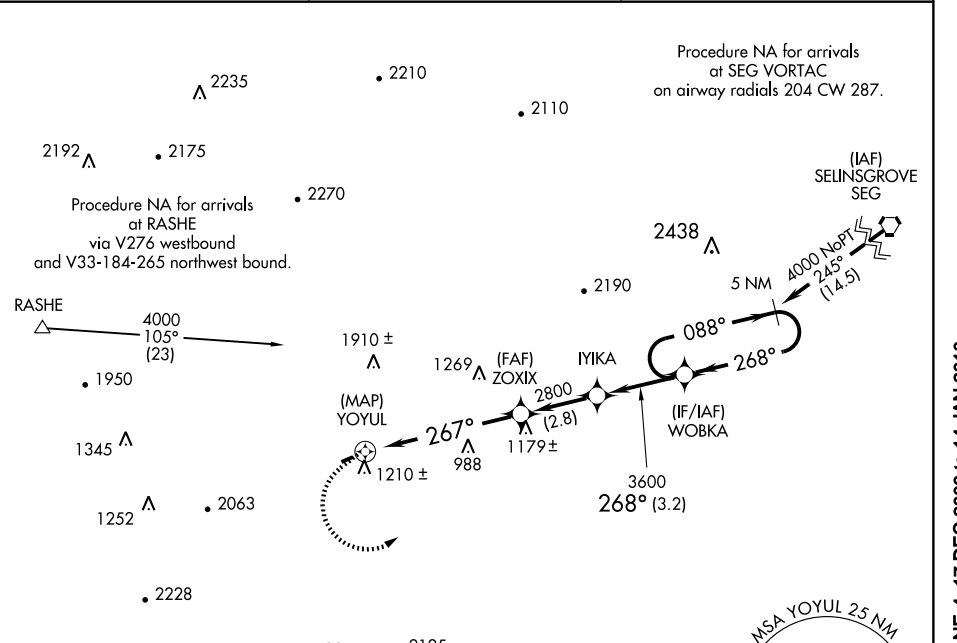
NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2627
267°	TDZE	545
	Apt Elev	545

Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

PENN VALLEY ASOS 119.275	NEW YORK APP CON 134.8 338.2	UNICOM 122.8 (CTAF)
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ELEV 545

LIRL Rwy 8-26

4000				
5 NM Holding Pattern				
WOBKA 088° → 4000 ← 268°				
IYKA 268° 3600				
ZOIX 267° 2800				
(MAP) YOYUL 267° 2800				
0.5 5.7 NM 2.8 NM 3.2 NM				
CATEGORY	A		B	C
LNAV MDA	1440-1¼		895 (900-1¼)	NA
CIRCLING	1560-1¼ 1015 (1100-1¼)		1640-1½ 1095 (1100-1½)	NA

NE-4.17 DEC 2009 to 14 JAN 2010

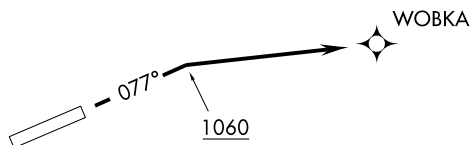
(WOBKA1.WOBKA) 07074

WOBKA ONE DEPARTURE (RNAV)

SL-10300 (FAA)

MIFFLINTOWN (P34)
MIFFLINTOWN, PENNSYLVANIA

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES

Rwy 8: Terrain 1333' from DER, 699' left of centerline, 619' MSL.

Trees 6019' from DER, 356' left of centerline, up to 100' AGL/ 739' MSL.

Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

TAKE-OFF MINIMUMS:

Rwy 26: NA - Obstacles.

Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

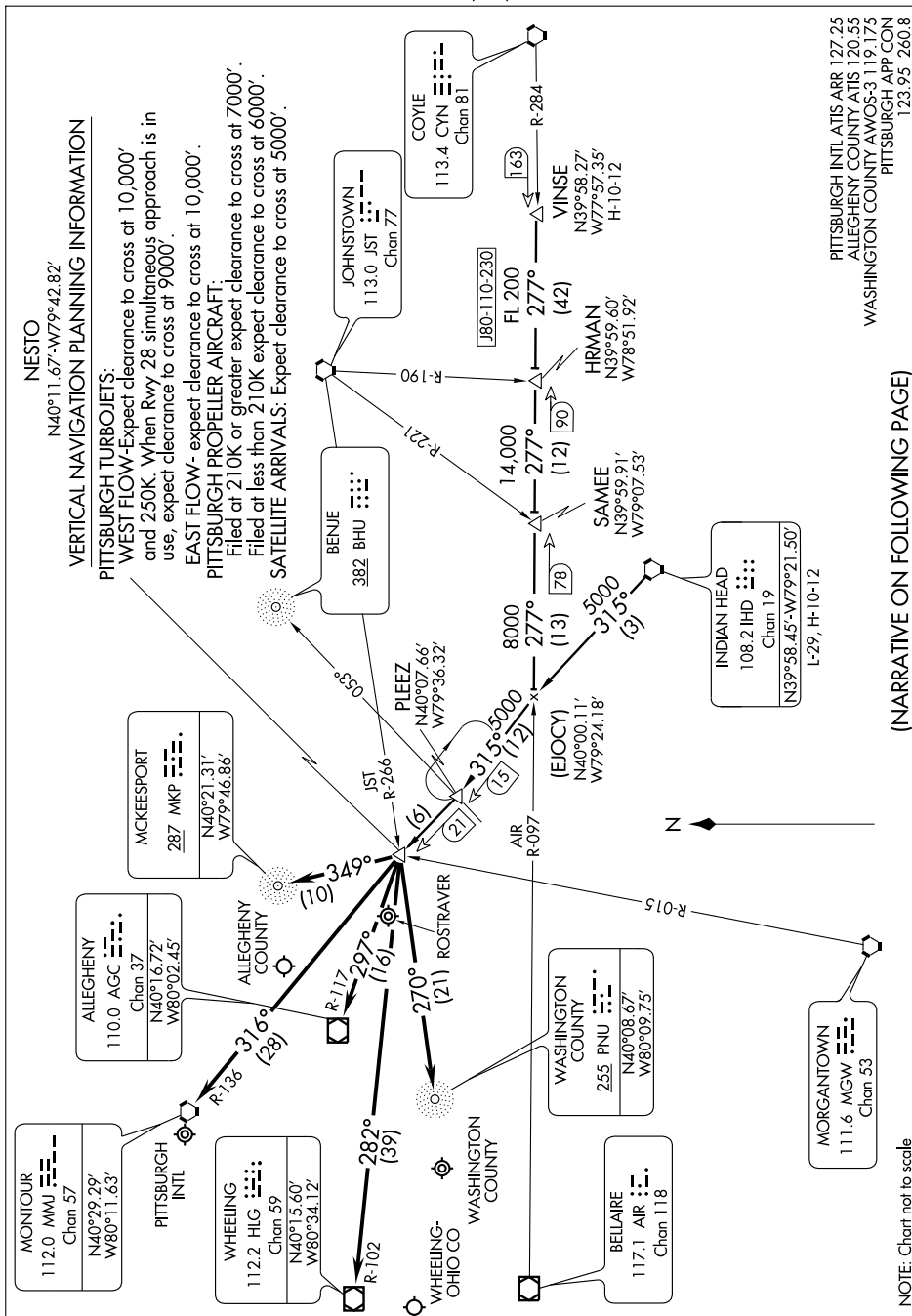
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at '6000':

TELETYPE ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

WAAS CH 65608 W08A	APP CRS 076°	Rwy Idg TDZE Apt Elev	4001 1228 1228
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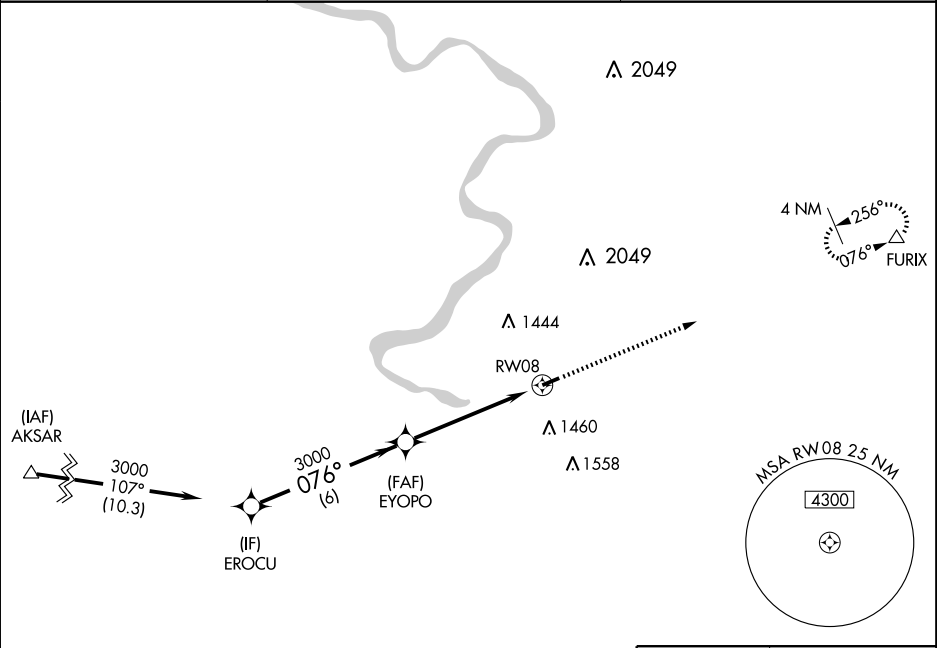
RNAV (GPS) RWY 8



MONONGAHELA / ROSTRAVER (F'WQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct FURIX and hold.

AWOS-3 118.475	PITTSBURGH APP CON 119.35 337.4	UNICOM 122.8 (CTAF)
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					ELEV 1228		
<div>Procedure Turn NA</div> <div><div>EROCU</div><div>3000</div><div>076°</div><div>EYOPO</div><div>3000</div><div>6 NM</div><div>3.9 NM</div><div>1.4</div><div>*1.4 NM to RW08</div><div>*LNAV only</div><div>3000</div><div>↑</div><div>FURIX</div><div>△</div></div>					<div><div>TDZE 1228</div><div>4001 X 75</div><div>076° to RW08</div></div>		
CATEGORY	A	B	C	D			
LPV DA	1630-1½		402 (500-1½)				
LNAV/VNAV DA	NA						
LNAV MDA	1720-1 492 (500-1)		1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)			
CIRCLING	1720-1 492 (500-1)		1720-1½ 492 (500-1½)	1780-2 552 (600-2)			
					MIRL Rwy 8-26  REIL Rwy 8 and 26 		

WAAS CH 56208 W26A	APP CRS 257°	Rwy Idg 4001 TDZE 1224 Apt Elev 1228
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RNAV (GPS) RWY 26

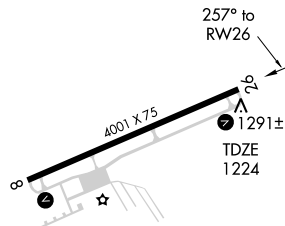
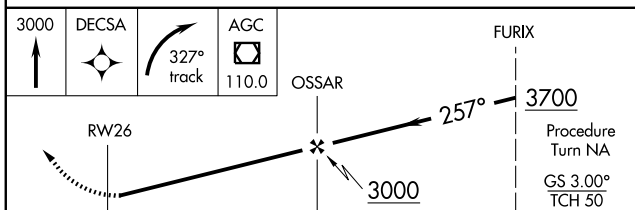
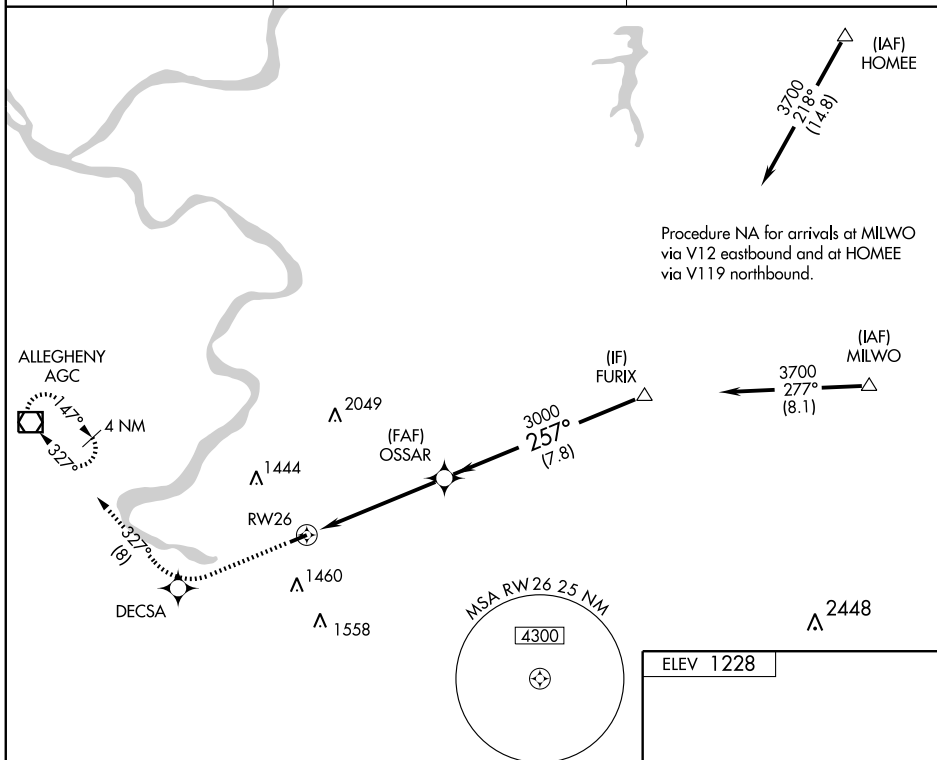
MONONGAHELA / ROSTRAVER (FWQ)

T DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

AWOS-3
118.475

PITTSBURGH APP CON
119.35 337.4

UNICOM
122.8 (CTAF) **L**

	5.3 NM		7.8 NM		
CATEGORY	A	B	C	D	
LPV DA	1500-1 276 (300-1)				
LNAV/ VNAV DA	NA				
LNAV MDA	1560-1 336 (400-1)				
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)		1780-2 552 (600-2)

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

RNAV (GPS) RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

▼ DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

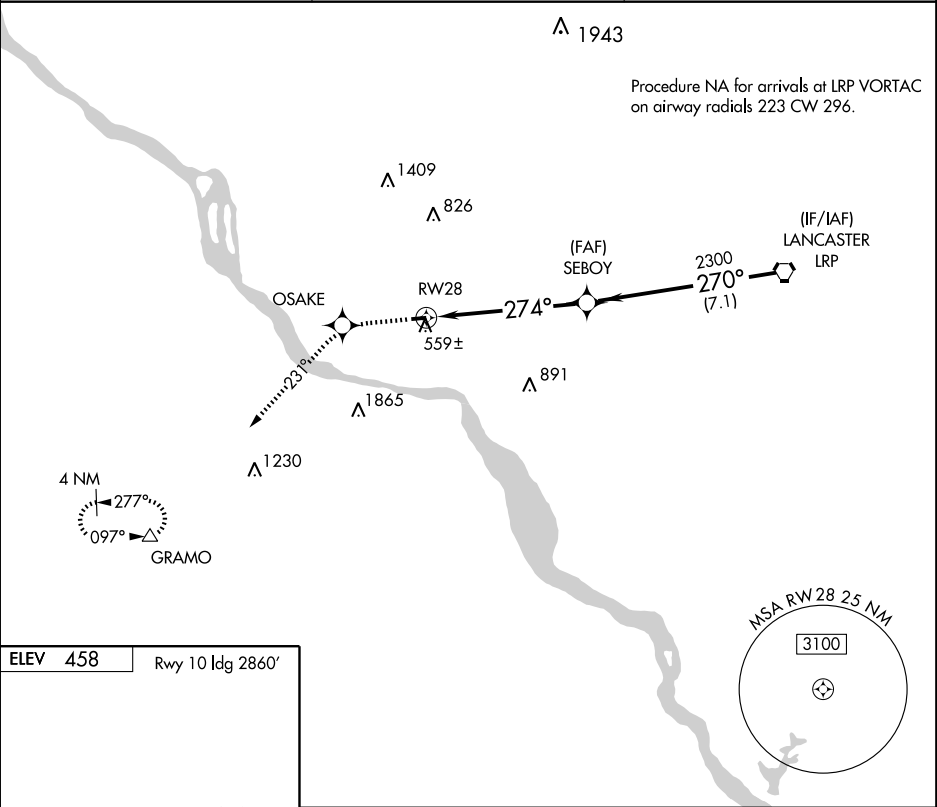
▲ NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

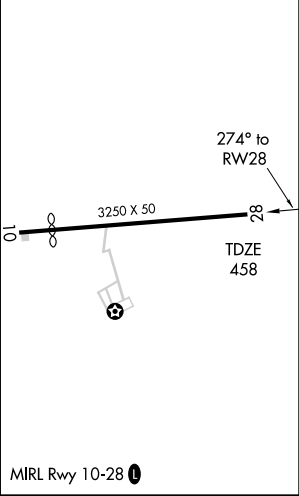
HARRISBURG APP CON
126.45 281.525

HARRISBURG CLNC DEL
127.05

UNICOM
122.8 (CTAF) 0



ELEV 458	Rwy 10 Idg 2860'
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	3000	OSAKE	231° TRK	GRAMO	
					VORTAC
				SEBOY	2600
				2300	Procedure Turn NA
				274°	270°
				5.8 NM	7.1 NM
				≤ 3.05° TCH 40	
				RW28	
CATEGORY	A	B	C	D	
LNAV MDA	900 - 1	442 (500-1)	NA	NA	
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	NA	

VORTAC LRP 117.3 Chan 120	APP CRS 272°	Rwy Idg 3250 TDZE 458 Apt Elev 458
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VOR RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

	Use Harrisburg Intl altimeter setting; when not received,
 NA	use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON
126.45 281.525

HARRISBURG CLNC DEL
127.05

UN|COM
122.8 (CTAF) **L**

ALTERNATE MISSED
APCH FIX

115.0 THS
Chan 97

R-095

095°

GRAMO
THS 54




FAMAV
HAR 19.6

THS 54

Procedure NA for arrivals at LRP VORTAC
on airway radials 223 CW 296.

ELEV 458	Rwy 10 ldg 2860'
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272° 5.9 NM
from FAF

2600	3000	GRAMO
		
	RAV R-204 114.6	

ESAAAL INT
LRP 7

VORTAC	Procedure Turn NA
--------	-------------------------

MIRL Rwy 10-28 **L**

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

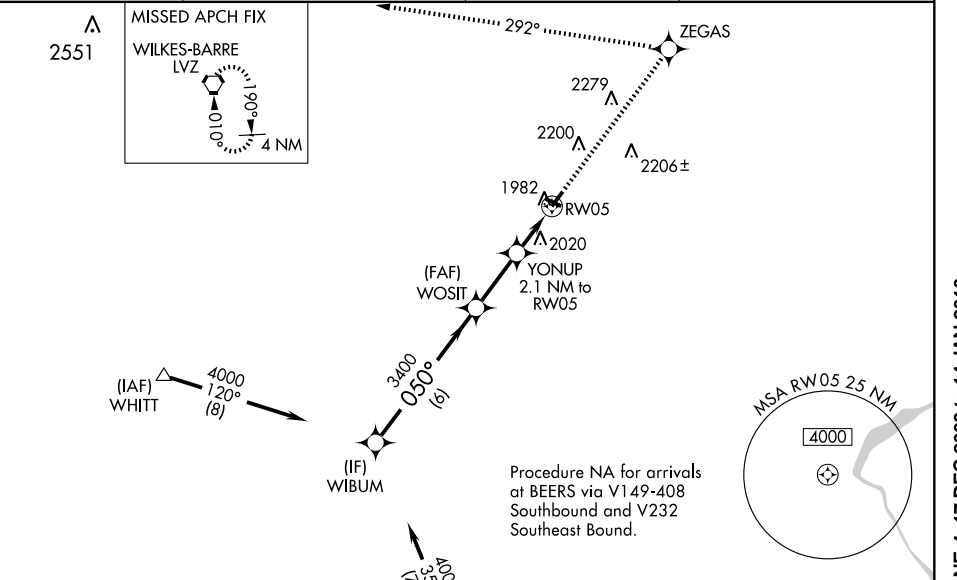
CATEGORY	A	B	C	D
S-28	1120 - 1	662 (700-1)	NA	
CIRCLING	1120 - 1	662 (700-1)	NA	

WAAS CH 50311 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	4000 1906 1915
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Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

MISSED APPROACH:
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF)
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Procedure Turn NA

WIBUM

4000

GS 3.00° TCH 60

VGSI and RNAV glidepath not coincident.

WOSIT

YONUP
2.1 NM to RW05

***2600**

RW05

6 NM
2.4 NM
2.1 NM

4000 ZEGAS
292° TRK
LVZ

***LNAV only**

CATEGORY	A	B	C	D
LPV DA	2160-1		254 (300-1)	
LNAV/VNAV DA	2252-1¼		346 (400-1¼)	
LNAV MDA	2320-1 414 (500-1)		2320-1¼ 414 (500-1¼)	
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

ELEV 1915

TDZE 1906

050° to RW05

REIL Rwy 5, 13, and 23
MIRL Rwy 5-23 and 13-31

NE-4. 17 DEC 2009 to 14 JAN 2010

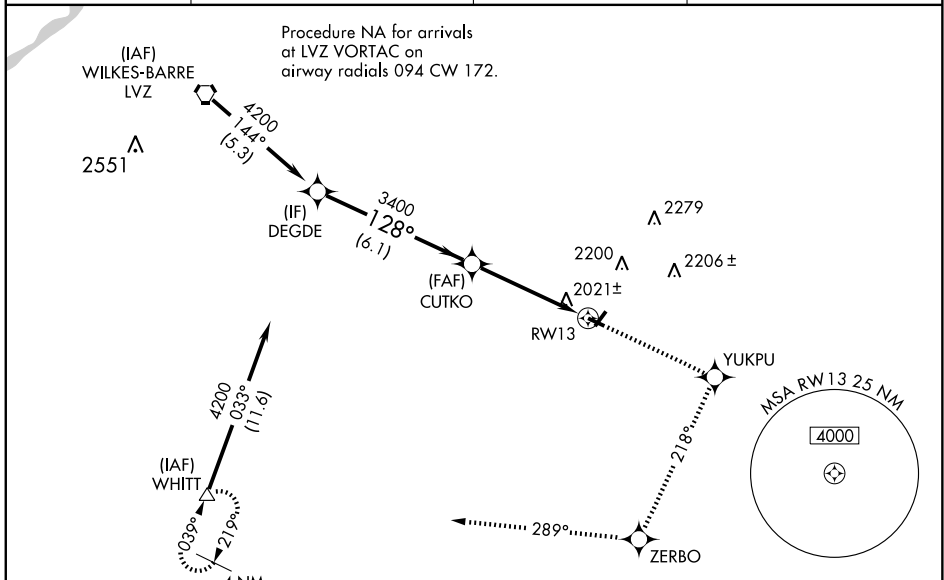
WAAS CH 48911 W13A	APP CRS 128°	Rwy Idg TDZE Apt Elev	3947 1885 1915
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RNAV (GPS) RWY 13

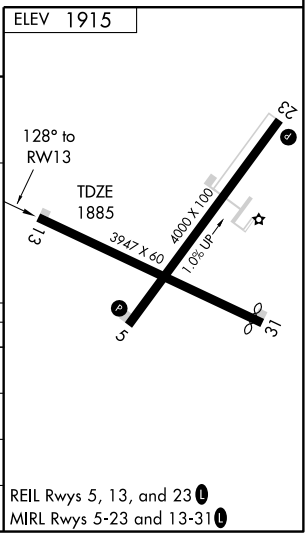
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¾ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.</p>	<p>▲ MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.</p>
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ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 1
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Procedure Turn NA	DEGDE	4200	YUKPU	218° TRK	ZERBO	289° TRK	WHITT
GS 3.00° TCH 40	4200	128°	CUTKO	3400	RW13		
	6.1 NM		4.6 NM				
CATEGORY	A	B	C	D			
LPV DA	2278-1½	393 (400-1½)					
LNAV/VNAV DA	2315-1½	430 (400-1½)					
LNAV MDA	2400-1	515 (500-1)	2400-1½	2400-1¾			
	565 (600-1)	585 (600-1)	515 (500-1½)	515 (500-1¾)			
CIRCLING	2480-1	2500-1	2500-1½	2540-2			
	565 (600-1)	585 (600-1)	585 (600-1½)	625 (700-2)			



APP CRS	Rwy Idg	3767
308°	TDZE	1885
	Apt Elev	1915

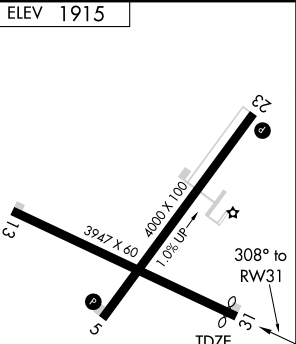
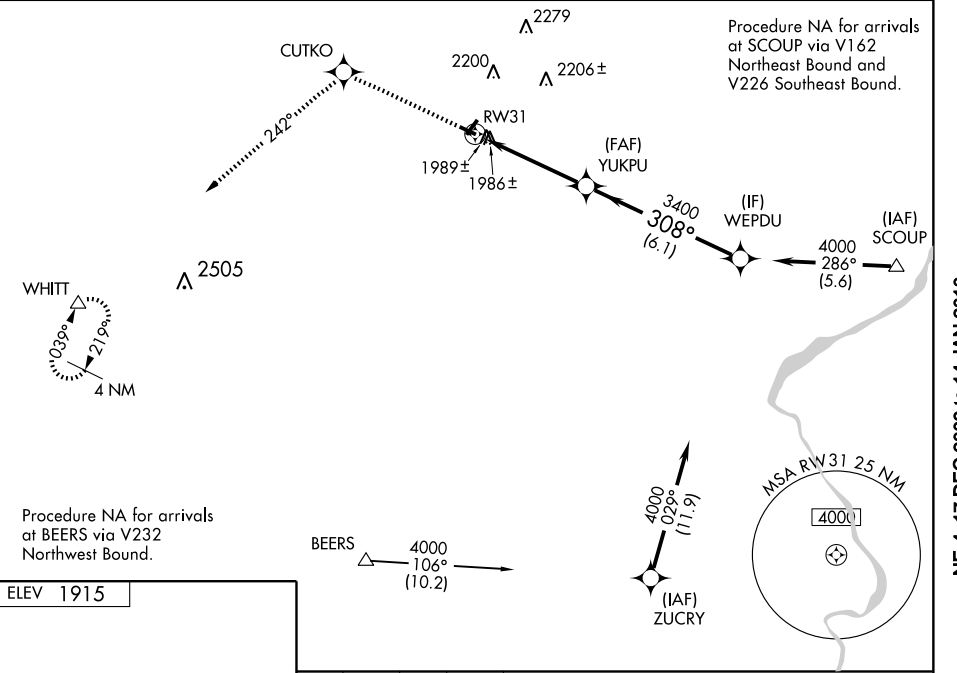
RNAV (GPS) RWY 31

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 1
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REIL Rwy 5, 13, and 23 1	MIRL Rwy 5-23 and 13-31 1
Procedure Turn NA	
WEPDU	
4000	
GS 3.10° TCH 60	
3400	
YUKPU	
308°	
RWY 31	
4.4 NM	
6.1 NM	
CATEGORY	A B C D
LNAV/ VNAV DA	2286-1¼ 401 (400-1¼)
LNAV MDA	2240-1 355 (400-1)
CIRCLING	2480-1 565 (600-1) 2500-1 585 (600-1) 2500-1½ 585 (600-1½) 2540-2 625 (700-2)

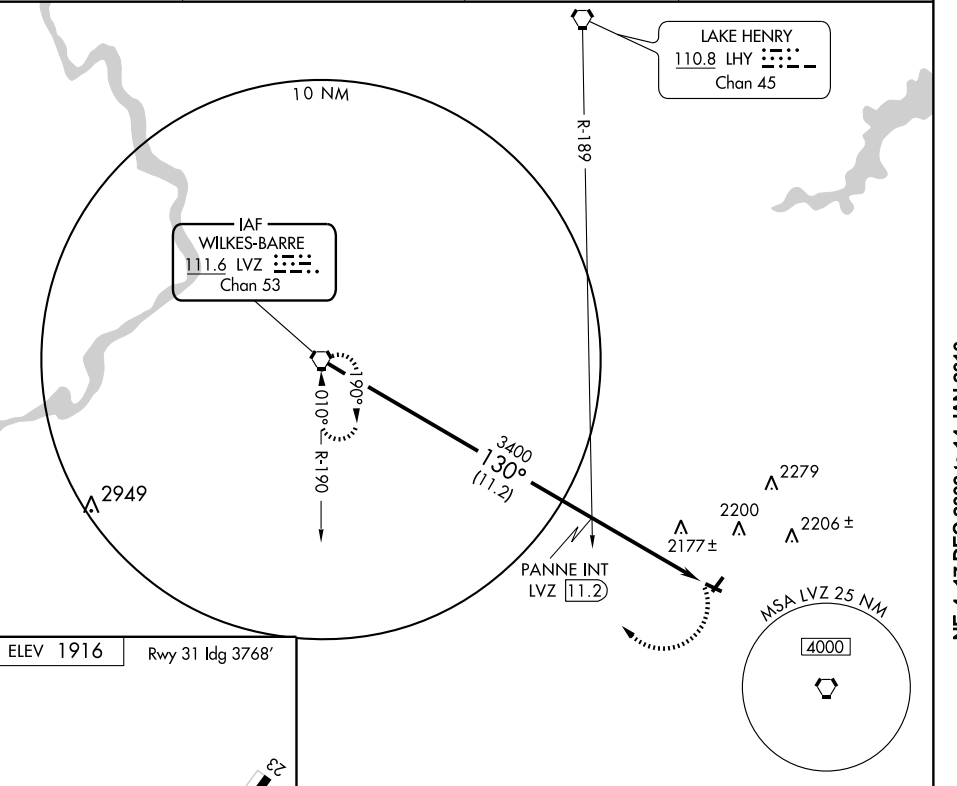
NE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LVZ	APP CRS	Rwy Idg	3947
111.6	130°	TDZE	1884
Chan 53		Apt Elev	1916

NA

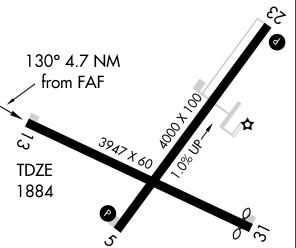
MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) 0



ELEV 1916

Rwy 31 Idg 3768'



REIL Rwy 5, 13, and 23

MIRL Rwy 5-23 and 13-31

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

VORTAC		4000		LVZ
Procedure Turn NA		130°		111.6
		PANNE INT LVZ 11.2		
		3400		LVZ 14.3
		2.96° TCH 45		LVZ 15.9
		11.2 NM		3.1 NM
		1.6		
CATEGORY	A	B	C	D
S-13	2440-1	556 (600-1)	2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

NE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 73001 W19A	APP CRS 183°	Rwy Idg TDZE Apt Elev 5399 523 523
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RNAV (GPS) RWY 19

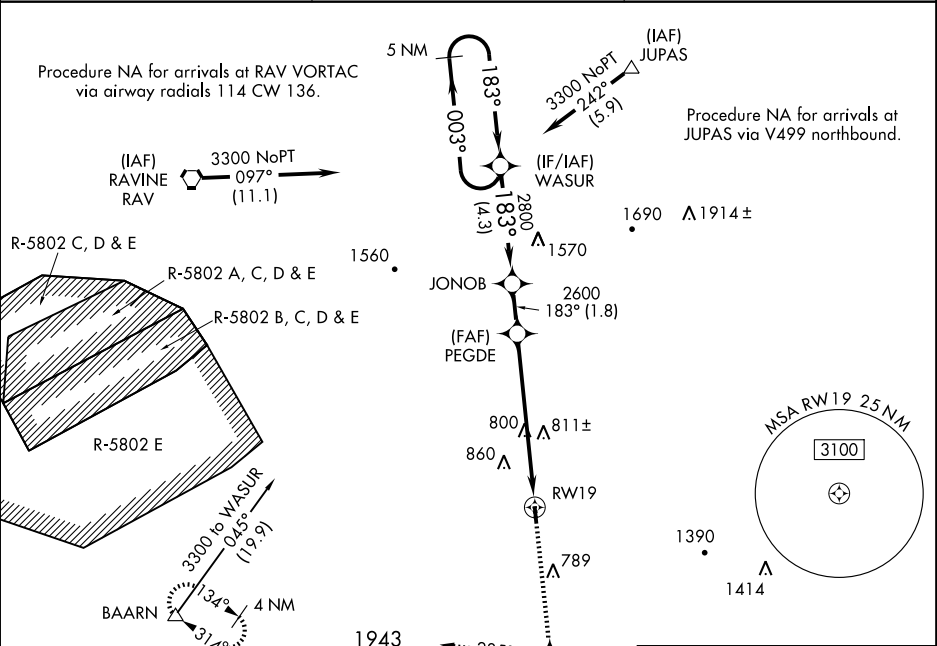
MYERSTOWN/ DECK (9D4)

▼ DME/DME RNP-0.3 NA. Use Reading Rgnt altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

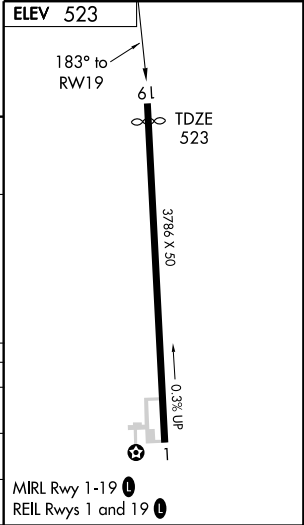
▲ NA

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS 127.1	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 1
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5 NM Holding Pattern				
WASUR JONOB PEGDE RW19				
3300 ← 003° 183° → 183° 2800 2600				
GS 3.00° TCH 50 4.3 NM 1.8 NM 6.3 NM				
CATEGORY	A	B	C	D
LPV DA	837 - 1		314 (400-1)	NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1 3/4 657 (700-1 3/4)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1 3/4 657 (700-1 3/4)	NA



VORTAC RAV 114.6 Chan 93	APP CRS 145°	Rwy Idg TDZE Apt Elev 522	N/A N/A
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VOR/DME or GPS-A

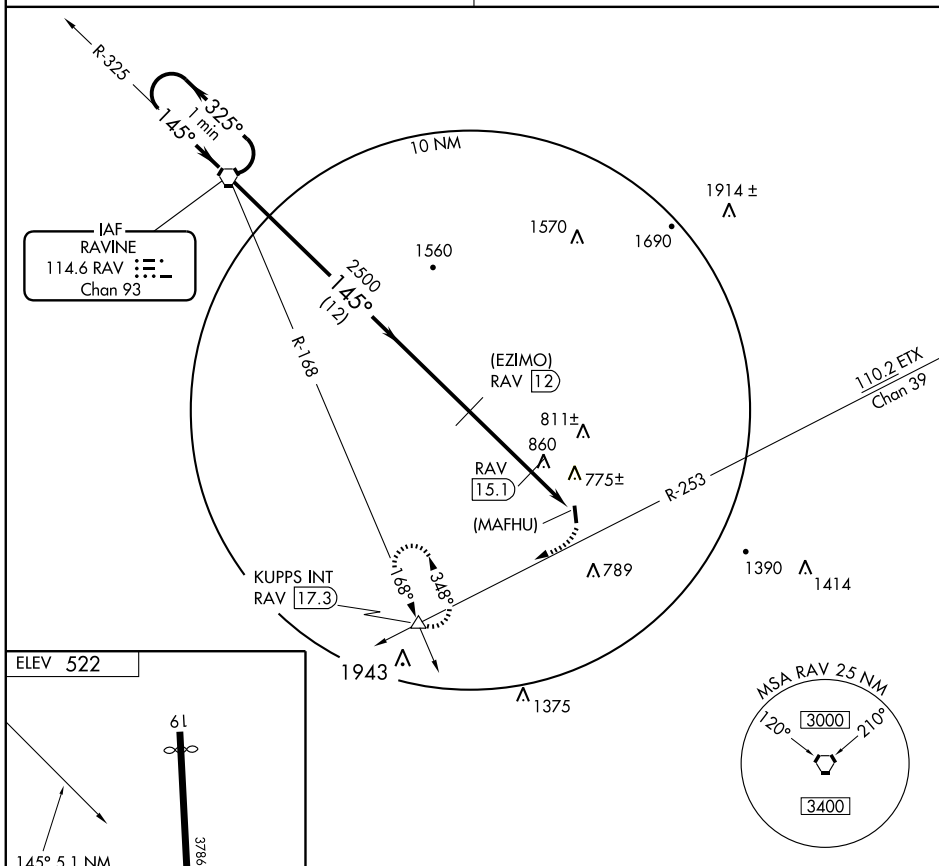
MYERSTOWN/ DECK (9D4)

▼ Use Harrisburg Intl, PA altimeter setting.
▲ NA If not received, procedure not authorized.

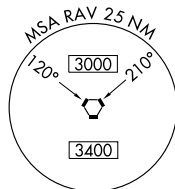
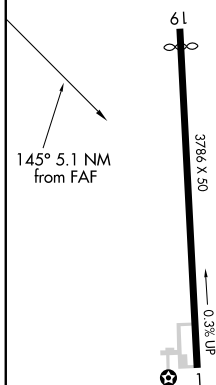
MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON
118.25 269.45

UNICOM
122.8 (CTAF) 0



ELEV 522

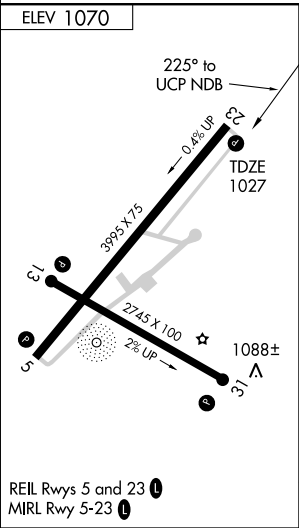
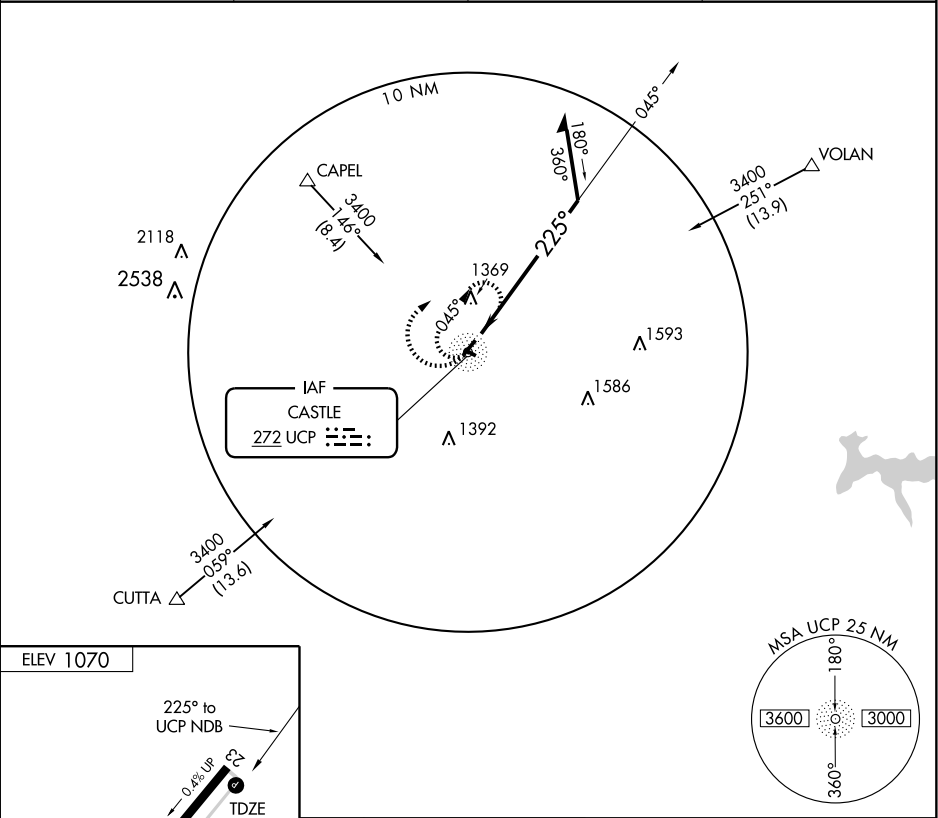




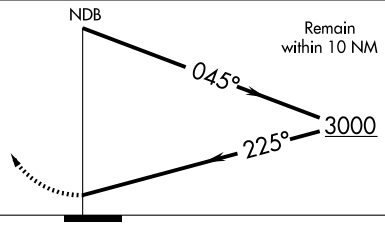
One Minute Holding Pattern			
VORTAC			
<div> <div>3500 ← 325°</div> <div>145° →</div> <div>145°</div> <div>(EZIMO) RAV (12)</div> <div>2500</div> <div>1760</div> <div>RAV (15.1) (MAFHU) RAV (17.1)</div> </div>			
<div> <div>12 NM</div> <div>3.1 NM</div> <div>2 NM</div> </div>			
CATEGORY	A	B	C
CIRCLING	1140-1	618 (700-1)	1140-1 ¾ 618 (700-1 ¾)
	D		
	NA		

NDB RWY 23
NEW CASTLE MUNI (UCP)

NDB UCP	APP CRS	Rwy Idg	3995
272	225°	TDZE	1027
		Apt Elev	1070

<div><div>▼</div><div>▲ NA</div></div>	When local altimeter setting not received, use Youngstown/Warren altimeter setting. When VGSI inop, Circling Rwy 31 NA at night.	MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.		
ASOS 124.175	YOUNGSTOWN/ WARREN ASOS 123.750	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) 0	



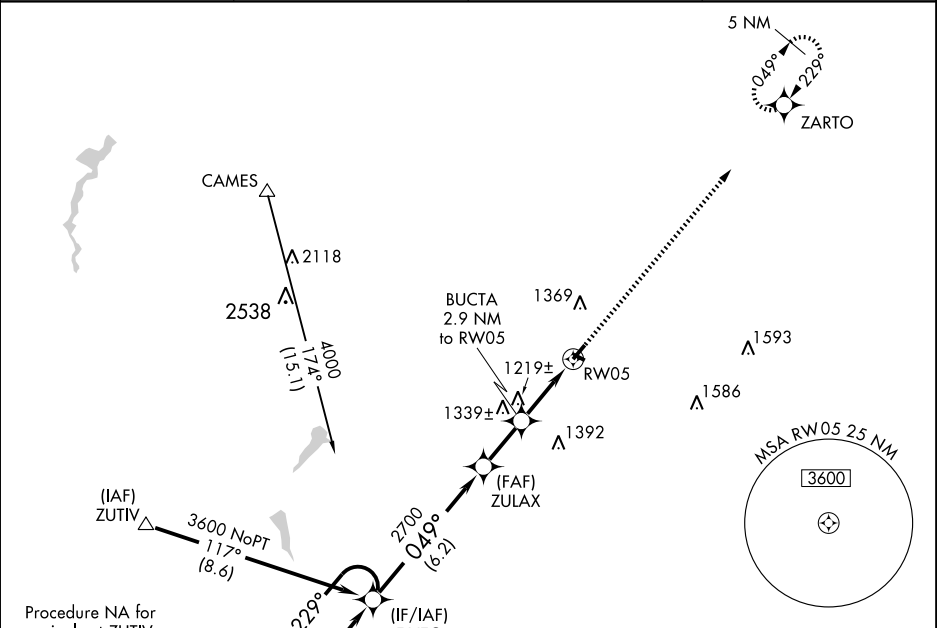
	<div>UPC</div> <div></div> <div>272</div>	<div>NDB</div> <div></div> <div>Remain within 10 NM</div> <div>045°</div> <div>225°</div> <div>3000</div>		
CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

WAAS CH 78005 W05A	APP CRS 049°	Rwy Idg TDZE Apt Elev 3995 1027 1070
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RNAV (GPS) RWY 5
NEW CASTLE MUNI (UCP)

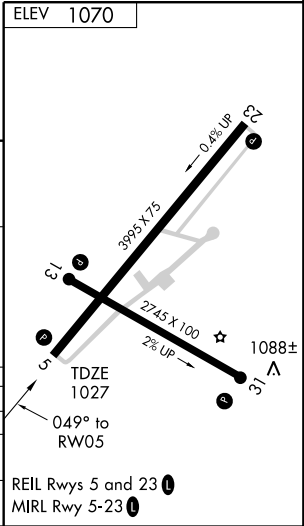
 NA	When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct ZARTO and hold.
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ASOS 124.175	YOUNGSTOWN/ WARREN ASOS 123.750	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF)
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ELEV 1070	
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5 NM Holding Pattern	FIVEG	ZULAX	BUCTA 2.9 NM to RW05	RW05	3000	ZARTO
3600	2700	2000				
GS 3.00° TCH 53	6.2 NM	2.1	2.9			
CATEGORY	A	B	C	D		
LPV DA	1307-1	280 (300-1)		NA		
LNAV MDA	1480-1	453 (500-1)	1480-1¼ 453 (500-1¼)	NA		
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¼ 630 (700-1¼)	NA		



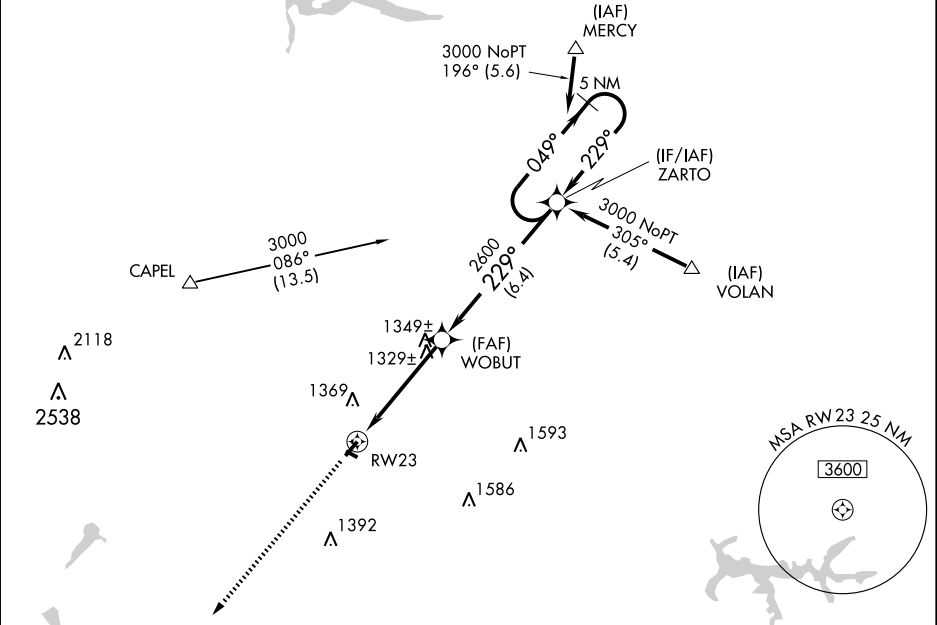
WAAS CH 45605 W23A	APP CRS 229°	Rwy Idg TDZE Apt Elev	3995 1027 1070
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RNAV (GPS) RWY 23
NEW CASTLE MUNI (UCP)

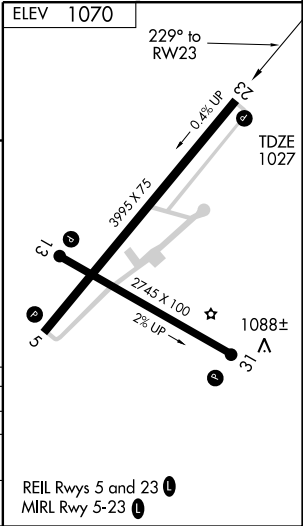
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

MISSED APPROACH:
Climb to 3600 direct
FIVEG and hold.

ASOS 124.175	YOUNGSTOWN/ WARREN ASOS 123.750	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) ①
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3600	FIVEG	ZARTO 5 NM Holding Pattern			
RWY 23		WOBUT	229°	049°	3000
			2600	229°	GS 3.00° TCH 59
		4.8 NM	6.4 NM		
CATEGORY	A	B	C	D	
LPV DA	1288-1		261 (300-1)	NA	
LNAV MDA	1580-1		553 (600-1)	1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)		1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

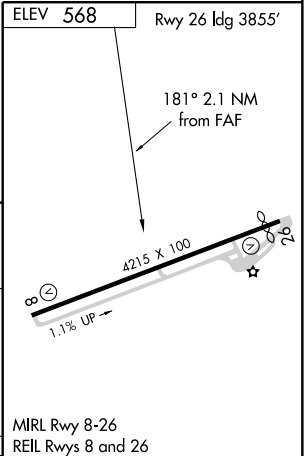
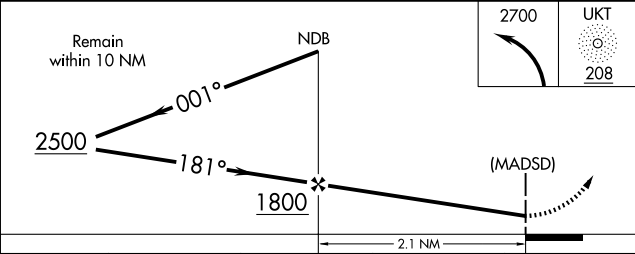
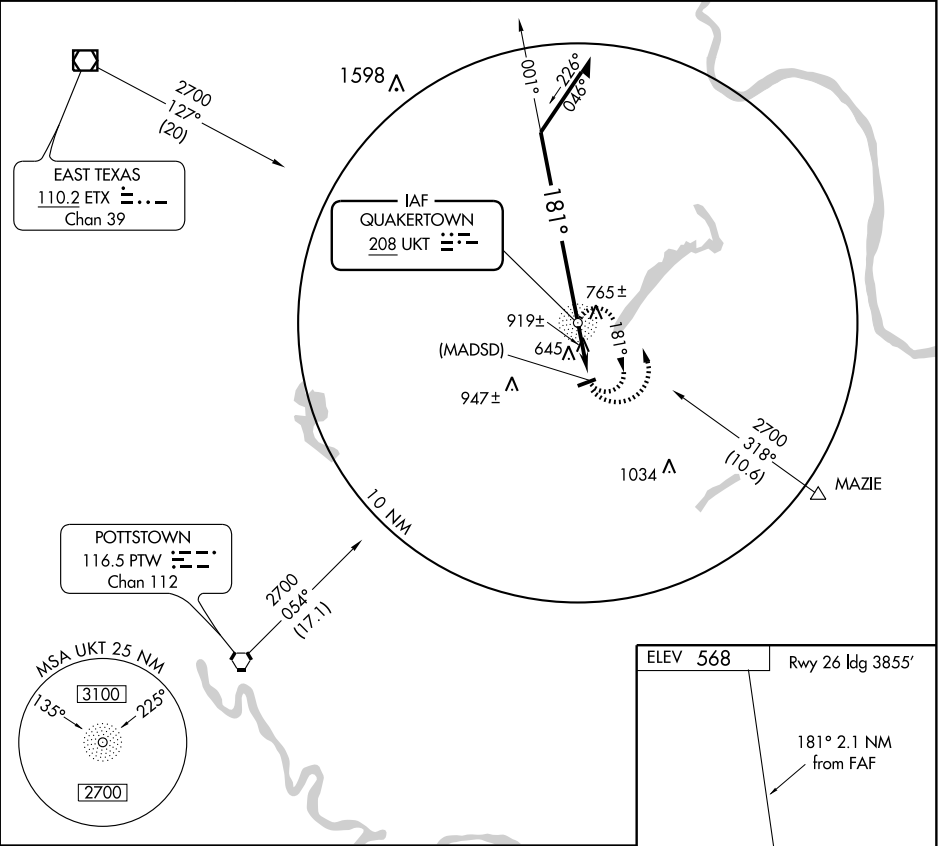


NDB UKT 208	APP CRS 181°	Rwy Idg TDZE Apt Elev	N/A N/A 568
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NDB or GPS-A
PERKASIE/ PENNRIDGE (CKZ)

▼ ▲ NA	If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.
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AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1240-1 672 (700-1)		1240-2 672 (700-2)	NA

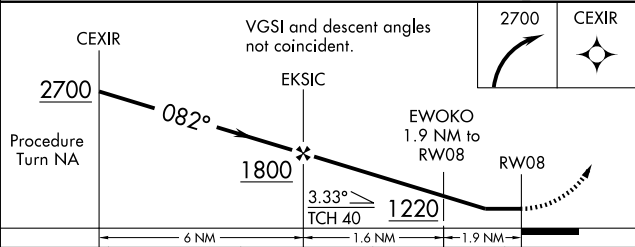
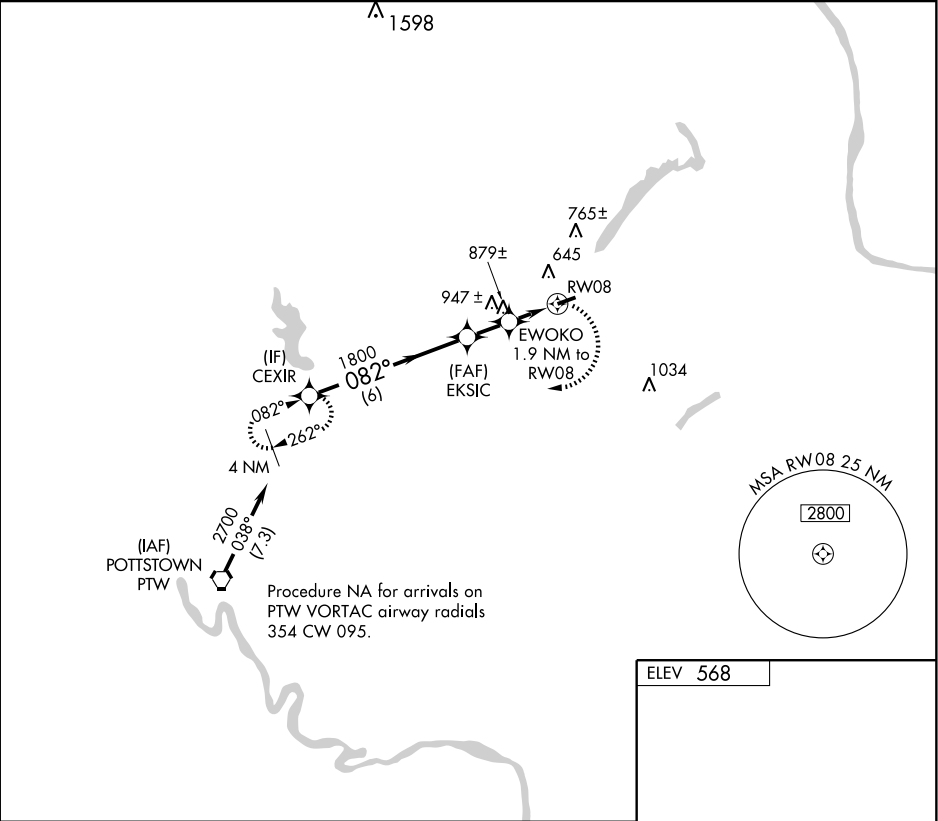
FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

APP CRS	Rwy Idg	4215
082°	TDZE	557
	Apt Elev	568

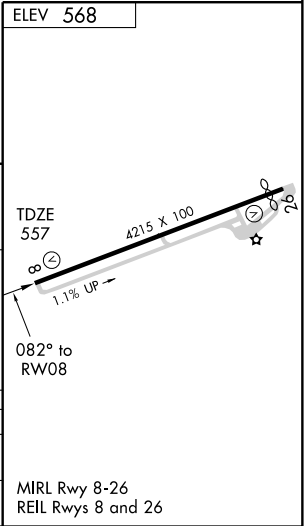
RNAV (GPS) RWY 8
PERKASIE/ PENNRIDGE (CKZ)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.</p>
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AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1140-1 583 (600-1)	1140-1½ 583 (600-1½)	1260-2 692 (700-2)	NA
CIRCLING	1260-1 692 (700-1)			NA



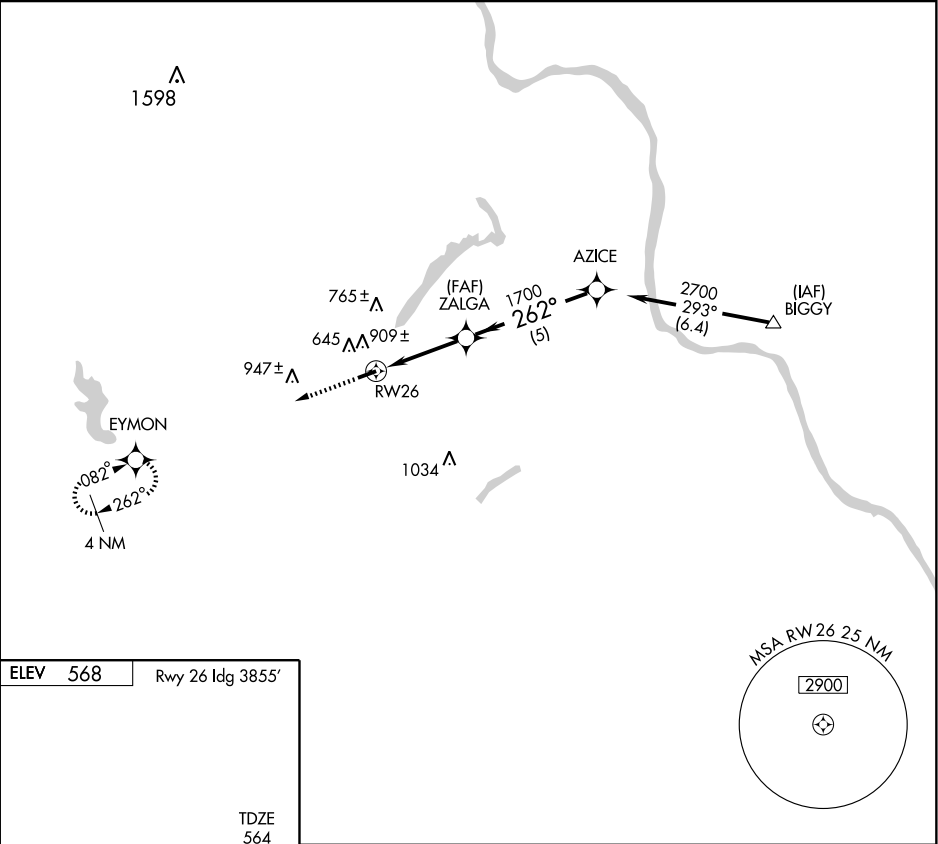
APP CRS	Rwy Idg	3855'
262°	TDZE	564
	Apt Elev	568

RNAV (GPS) RWY 26

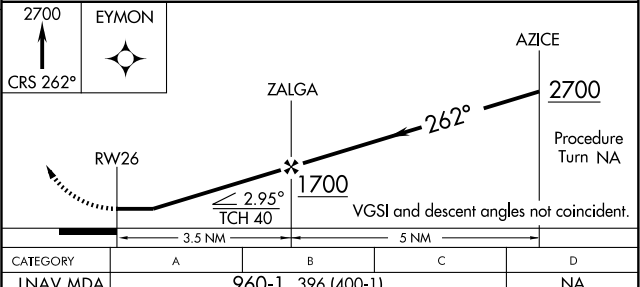
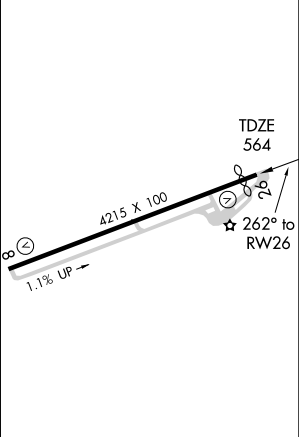
PERKASIE/ PENNRIDGE (CKZ)

 GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.
 NA	

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)



ELEV 568	Rwy 26 Idg 3855'
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CATEGORY	A	B	C	D
LNAV MDA	960-1	396 (400-1)	1260-2	NA
CIRCLING	1260-1	692 (700-1)	692 (700-2)	NA

APP CRS 245°	Rwy Idg TDZE Apt Elev	3700 296 302
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RNAV (GPS) RWY 24

PHILADELPHIA / WINGS FIELD (LOM)



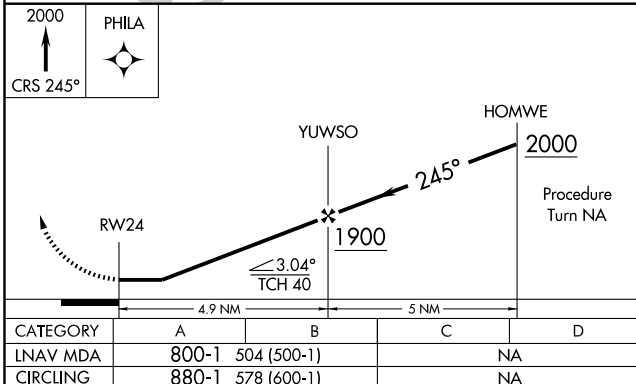
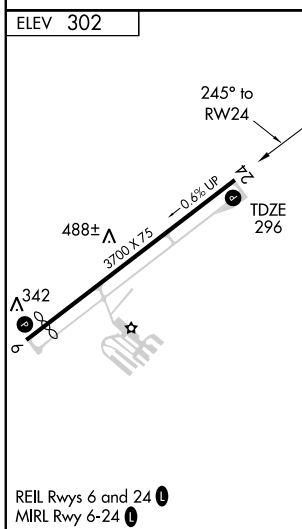
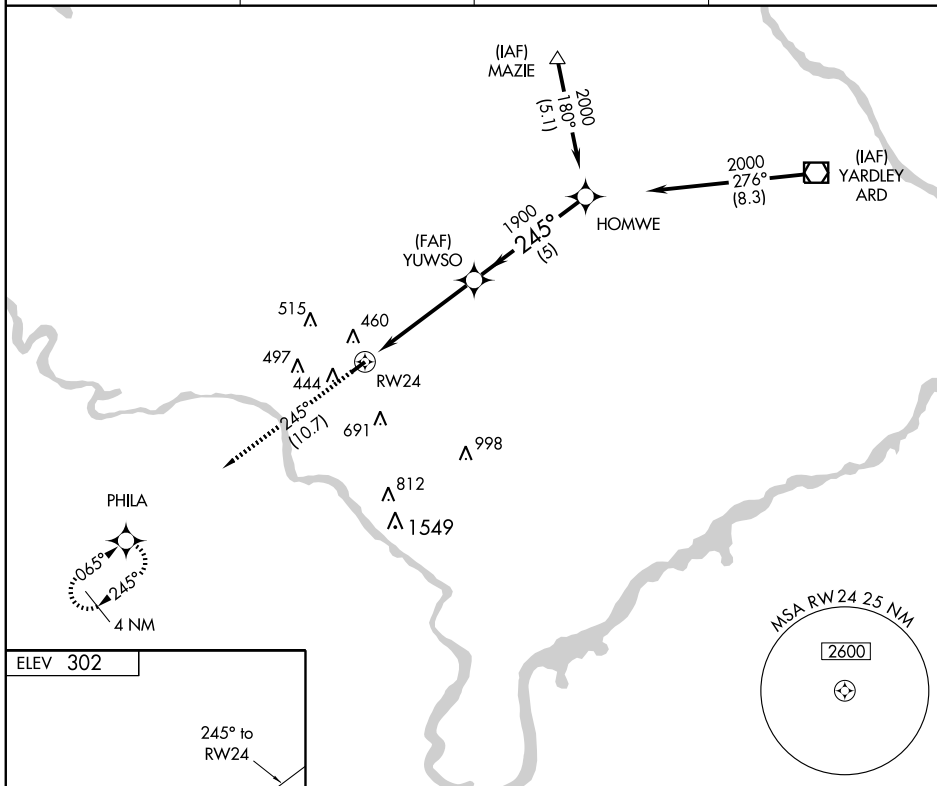
GPS or RNP -0.3 required.



DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold.

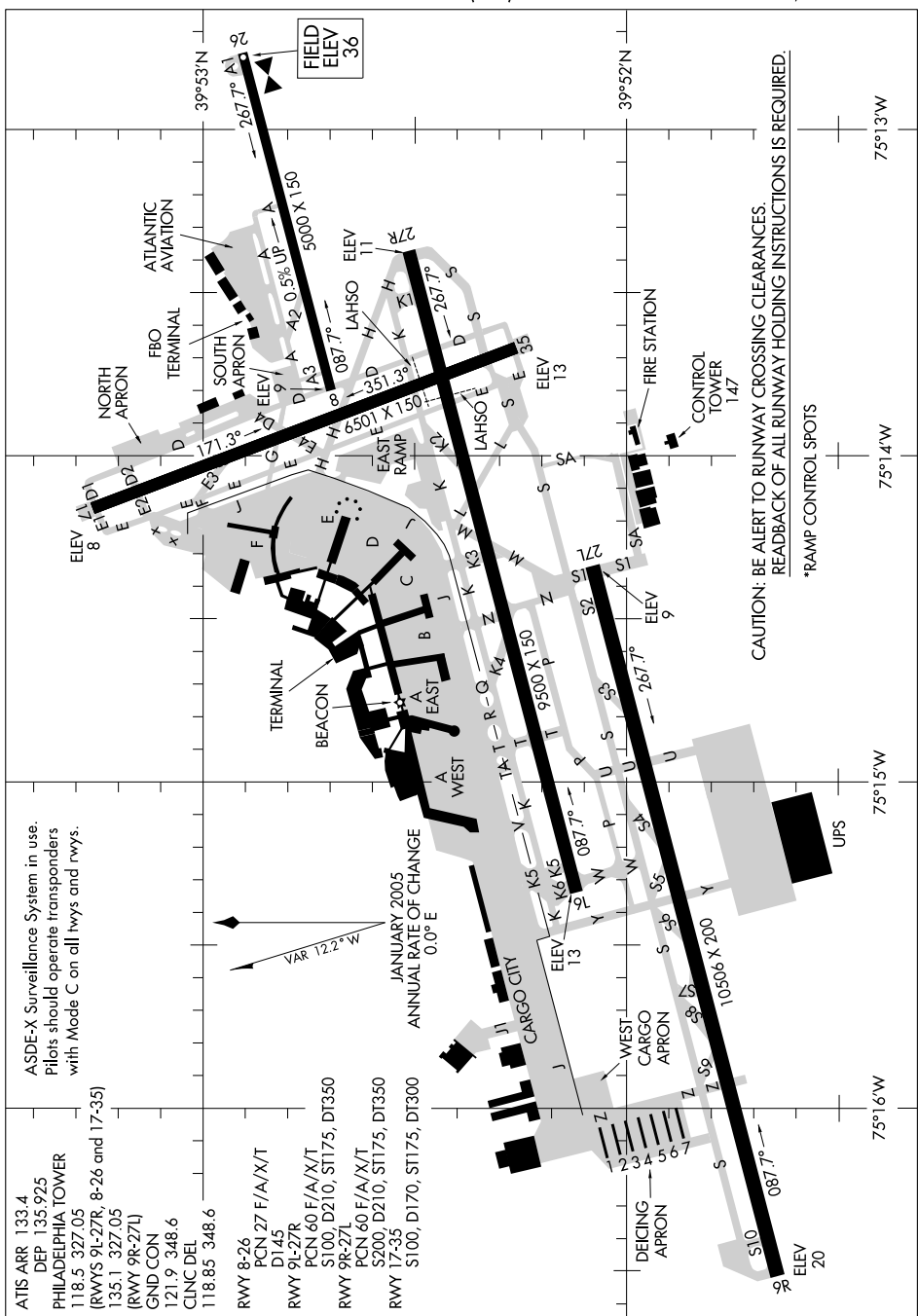
AWOS-3 118.925	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
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AIRPORT DIAGRAM

AL-320 (FAA)

PHILADELPHIA INTRI (PHL)
PHILADELPHIA, PENNSYLVANIA



NE-4, 17 DEC 2009 to 14 JAN 2010

BOJID ONE ARRIVAL (RNAV)

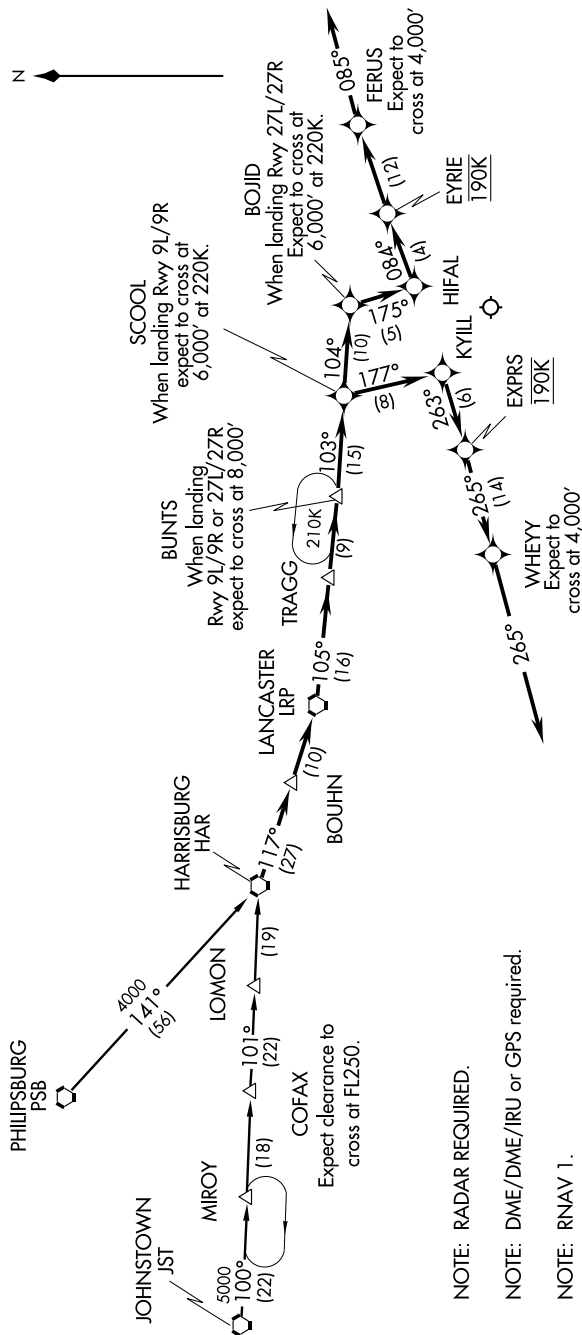
PHILADELPHIA, PENNSYLVANIA

JOHNSTOWN TRANSITION (JST.BOJID1)

... From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOOL, thence BOJID, thence HIFAL, thence EYRI, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course. WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

ATTIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
1118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwys 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



NOTE: RADAR REQUIRED.

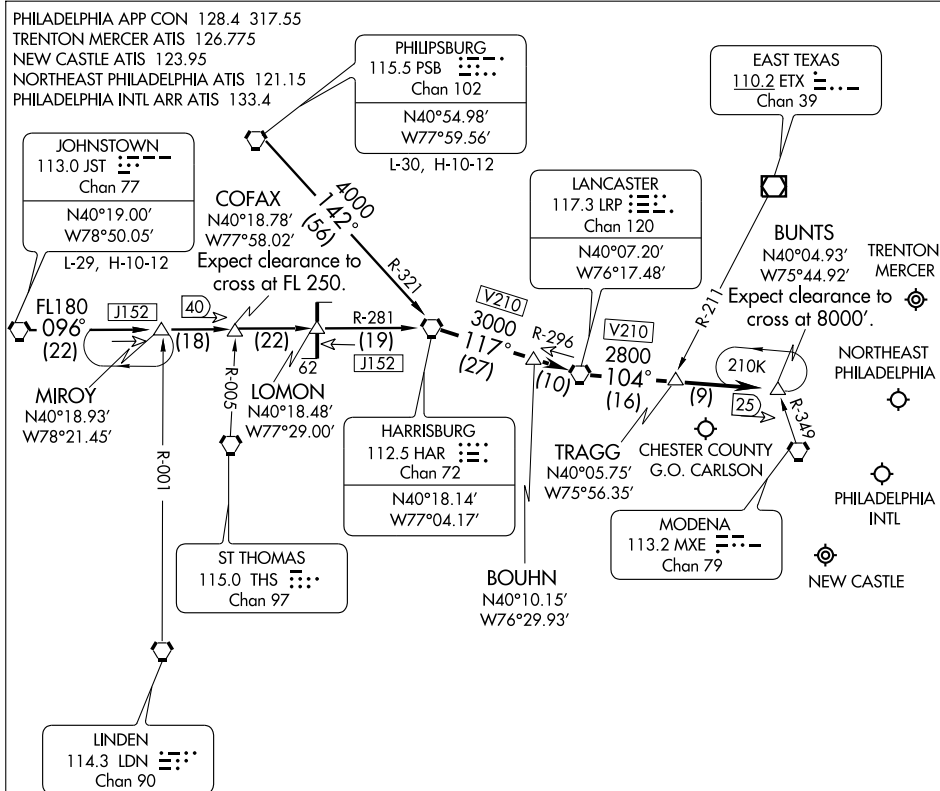
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NE-4. 17 DEC 2009 to 14 JAN 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

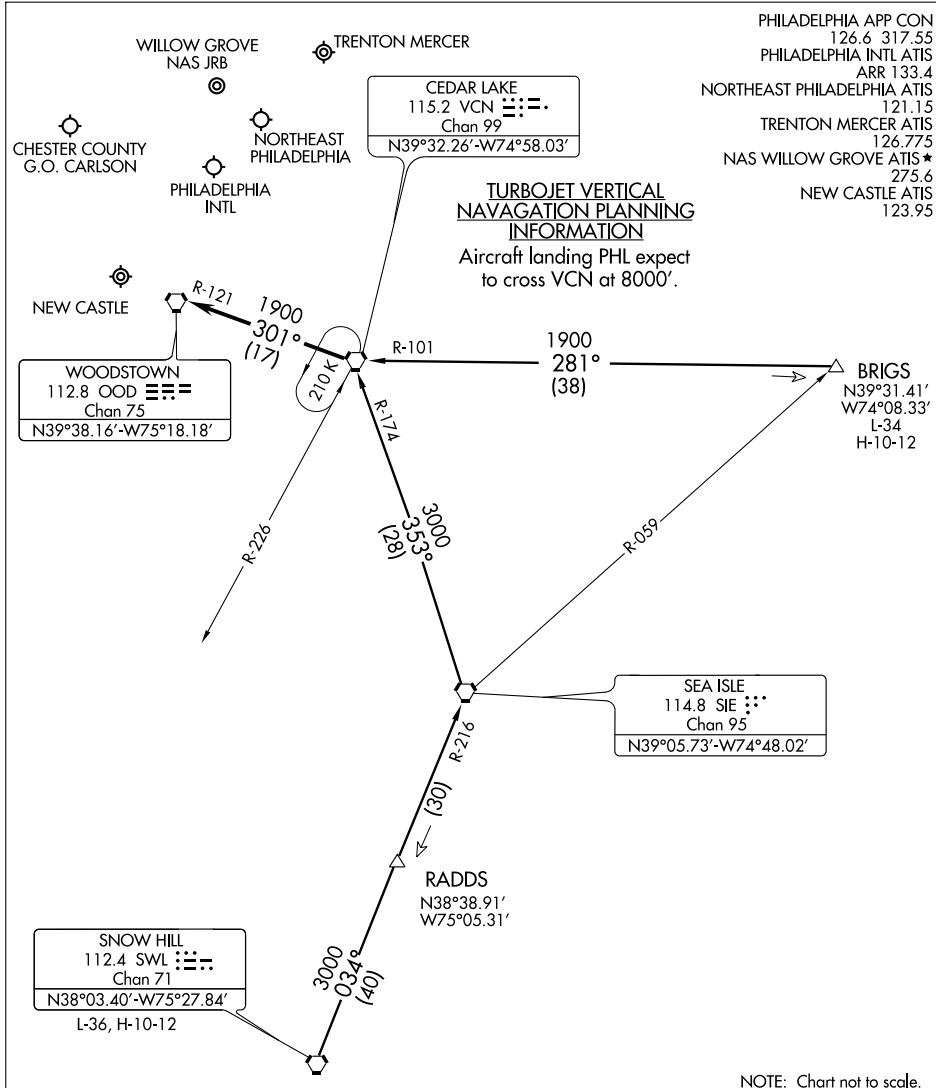
NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . .

. . . From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

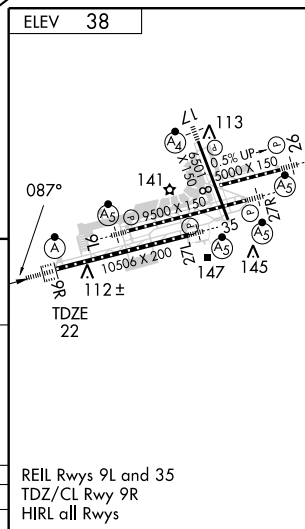
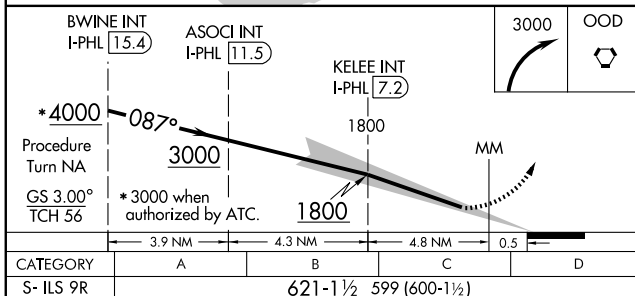
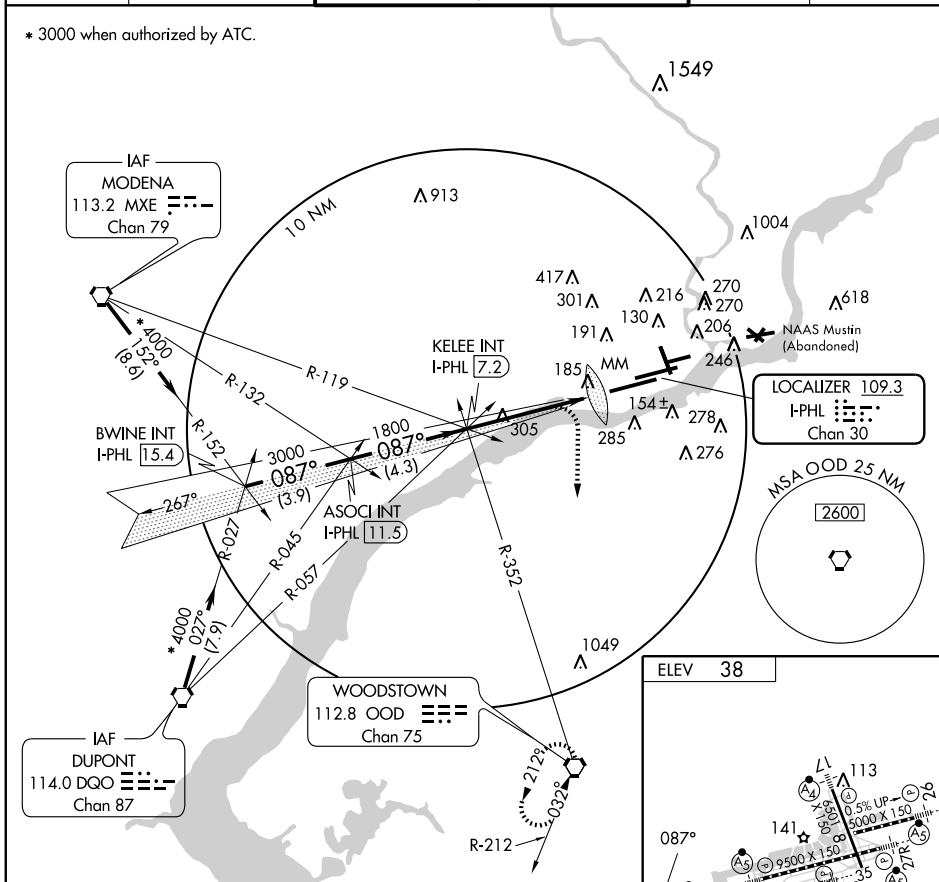
LOC/DME I- PHL 109.3 Chan 30	APP CRS 087°	Rwy Idg TDZE Apt Elev 10506 22 38
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CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

			MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.	
ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6

* 3000 when authorized by ATC.

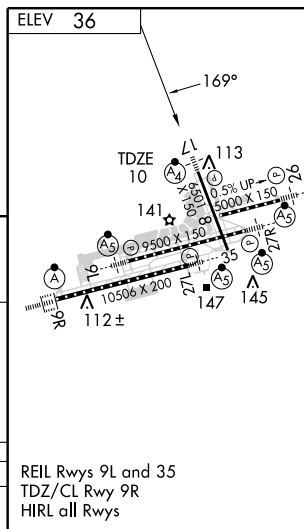


MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

109°
289° R-109
YARDLEY
108.2 ARD
Chan 19

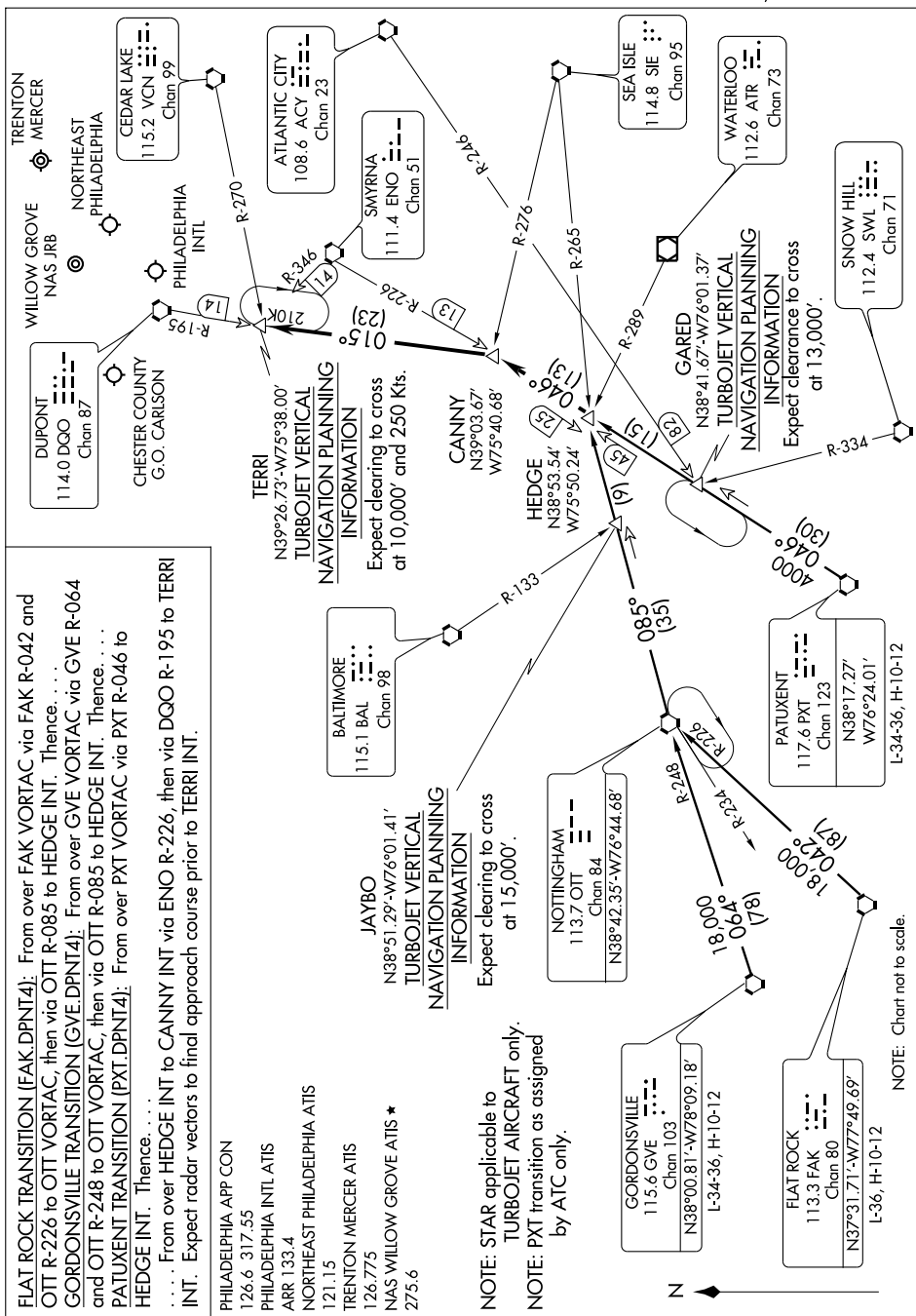
049°
229°
R-049
NORTH
PHILADELPHIA
PNE
1120

RADAR REQUIRED



DUPONT FOUR ARRIVAL

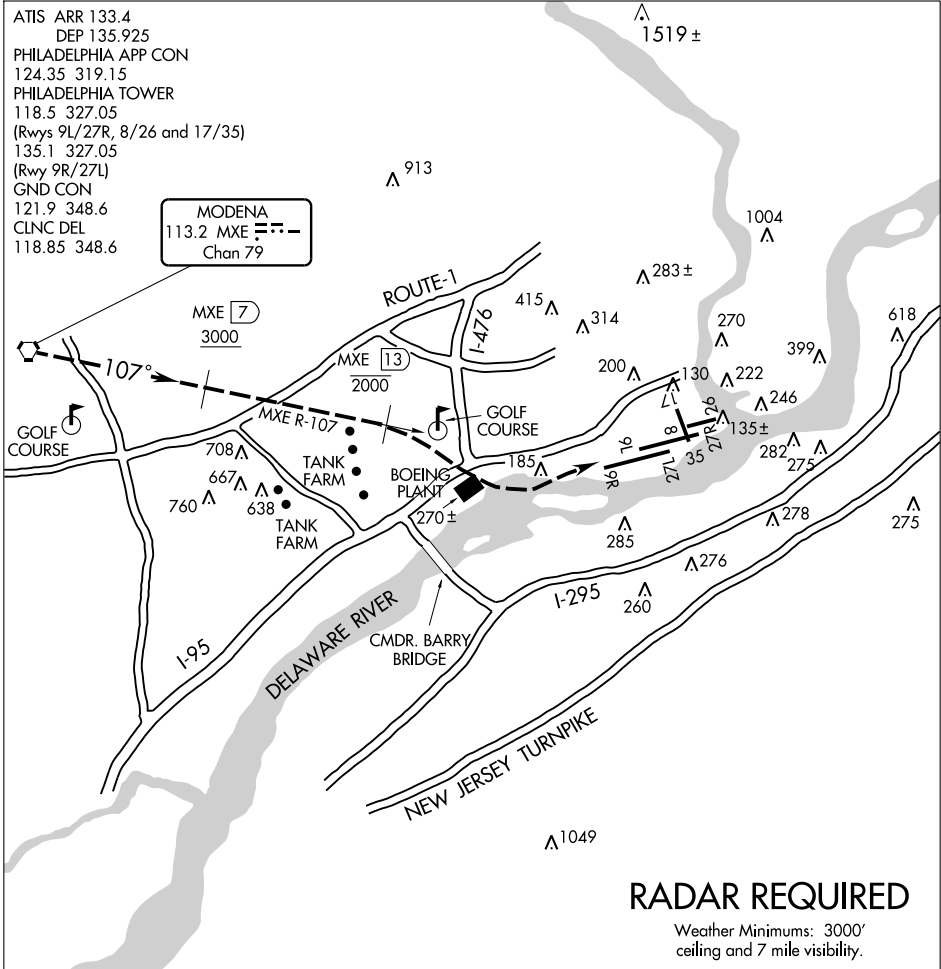
PHILADELPHIA, PENNSYLVANIA



FREEDOM VISUAL RWY 9L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



FREEDOM VISUAL RWY 9L

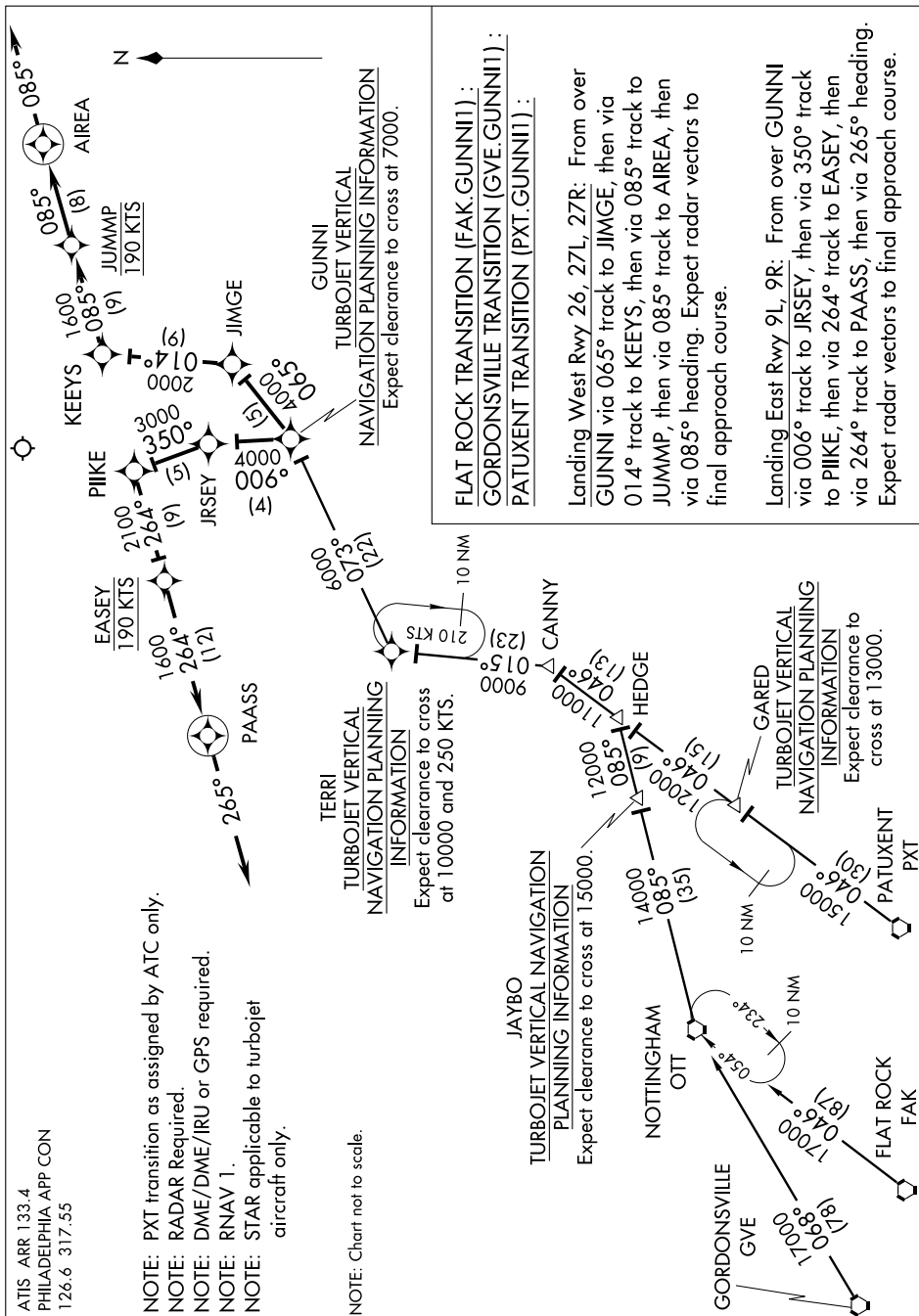
Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME;
then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach
to Rwy 9R during this operation.



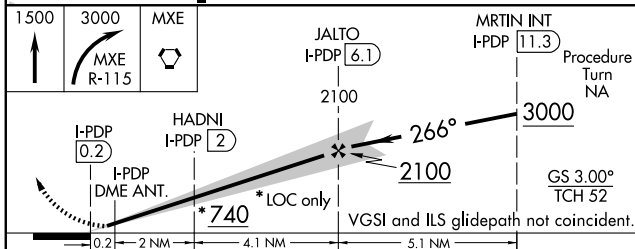
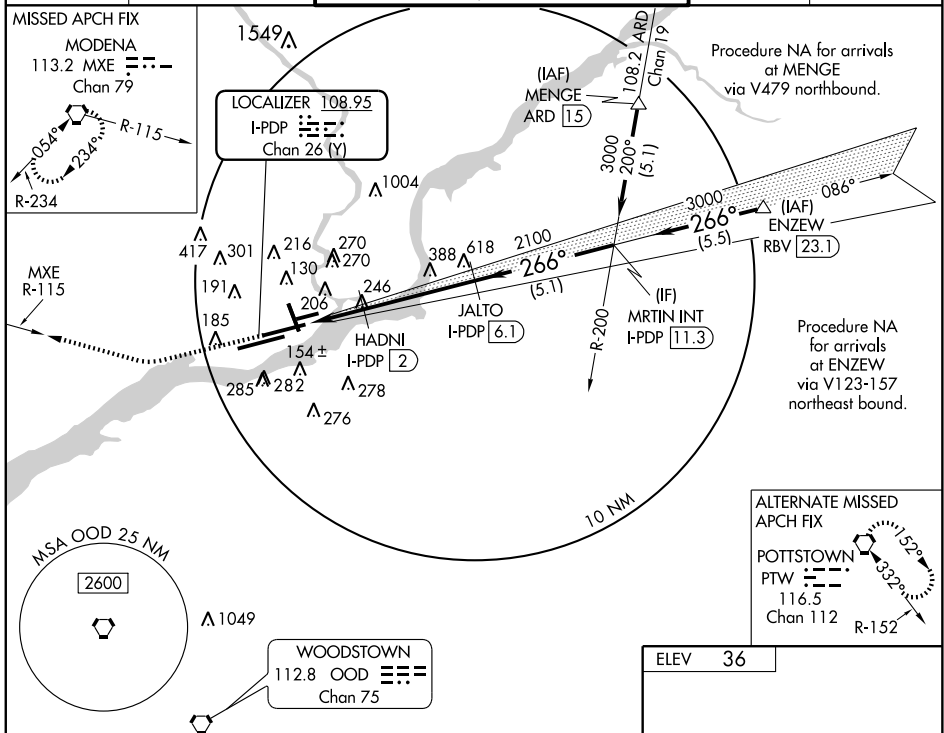
LOC/DME I-PDP 108.95 Chan 26 (Y)	APP CRS 266°	Rwy Idg 27R 9500 TDZE 11 Apt Elev 36	27L 10506 10 36
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ILS or LOC/DME RWY 27R

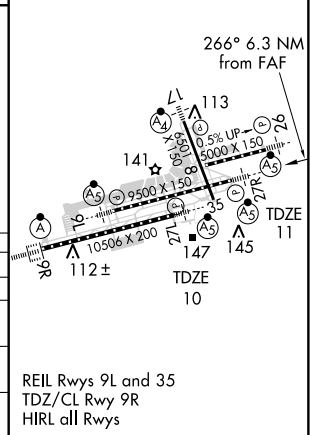
PHILADELPHIA INTL (PHL)

V ** RVR 1800 authorized with the use of FD or AP or HUD to DA. A	27R MALS 	27L MALS 	MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.
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ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-1/2)			
S-LOC 27R	500/24	489 (500-1/2)	500/40 489 (500-3/4)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1 1/2 490 (500-1 1/2)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1 3/4 604 (700-1 3/4)	640-2 604 (700-2)



▼

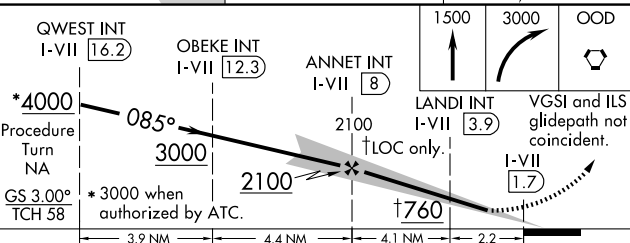
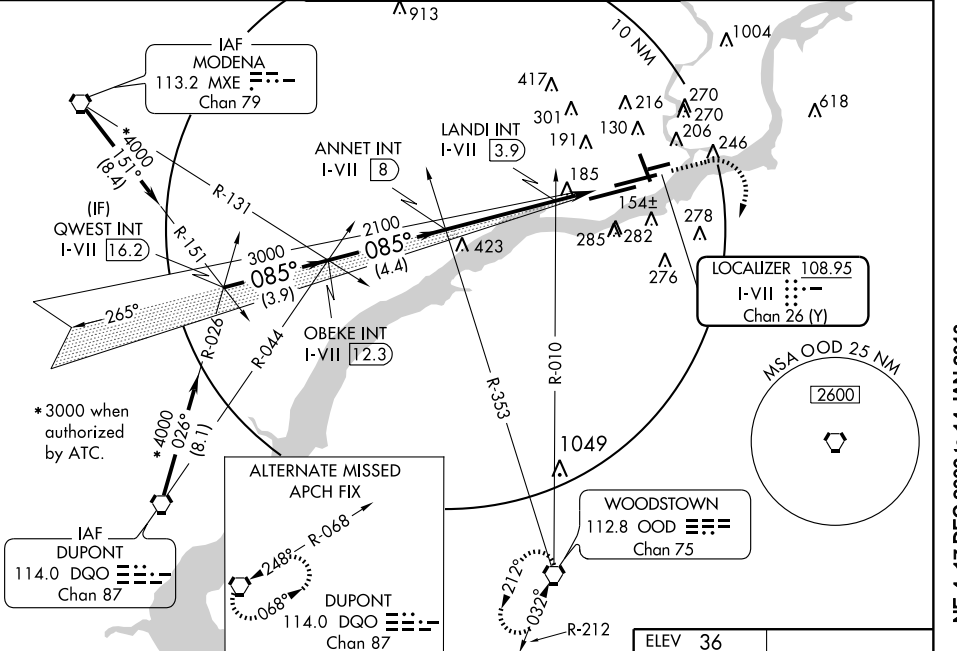
▲

** RVR 1800 authorized with use of FD or AP or HUD to DA.

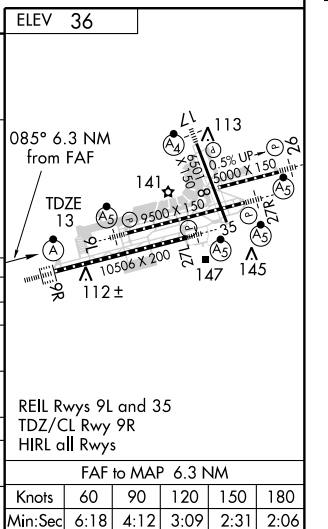
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2 ½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 504 (600-1)	427 (500-½) 640-1 604 (700-1)	440/40 427 (500-¾) 640-1¾ 604 (700-1¾)	440/50 427 (500-1) 640-2 604 (700-2)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

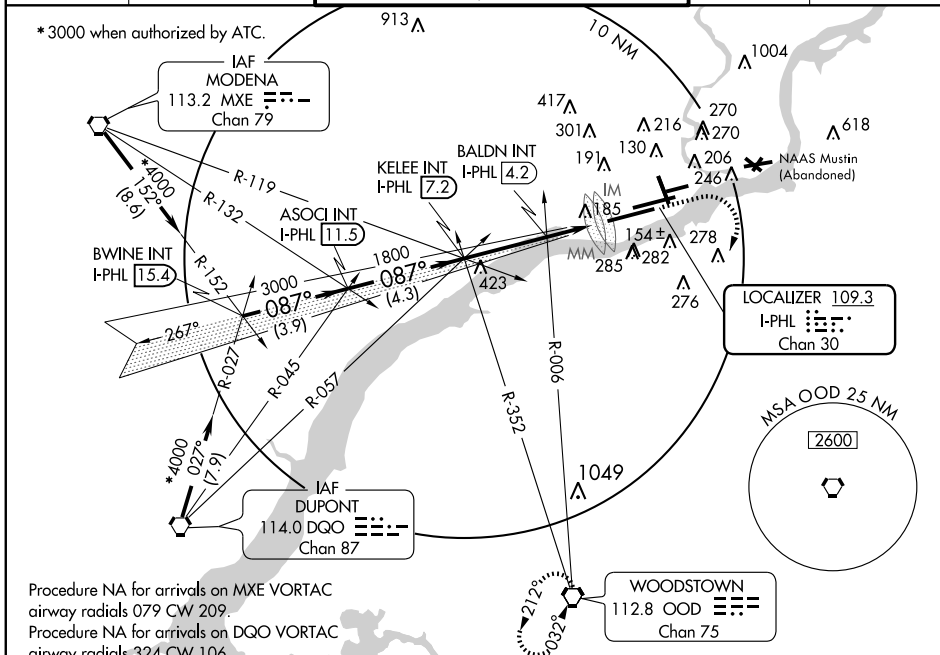


LOC/DME I- PHL 109.3 Chan 30	APP CRS 087°	Rwy Idg TDZE Apt Elev	10506 21 36
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ILS or LOC RWY 9R

PHILADELPHIA INTL (PHL)

<div><div><div></div><div></div></div></div>				<div>ALSIF-2</div> <div><div><div></div><div></div></div><div></div></div>		<div>MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.</div>			
ATIS		PHILADELPHIA APP CON		PHILADELPHIA TOWER		GND CON		CLNC DEL	
ARR 133.4		124.35 319.15		118.5 327.05		121.9 348.6		118.85 348.6	
DEP 135.925				(Rwys 9L/27R, 8/26 and 17/35) (Rwy 9R/27L)					



airway radius 124 CW 100.

R-212

ELEV 36

Diagram illustrating the BALDN FIX MINIMUMS procedure. The diagram shows a 087° turn from a 3000 ft altitude to a 1800 ft altitude, then a 087° turn to a 740 ft altitude. The diagram includes distances of 3.9 NM, 4.3 NM, 3 NM, 1.8 NM, 0.4 NM, and 0.1 NM. It also shows the BALDN INT I-PHL [4.2] and I-PHL [1.9] points. The diagram is divided into four categories: A, B, C, and D.

CATEGORY	A	B	C	D
S-ILS 9R		221/18	200 (200-½)	
S-LOC 9R	740/24	719 (800-½)	740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1	704 (800-1)	740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24	559 (600-½)	580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

Diagram illustrating the REIL Rwys 9L and 35, TDZ/CL Rwy 9R, and HIRL all Rwys. The diagram shows a 087° turn from a 5.3 NM distance from the FAF to a 112± ft altitude. The diagram includes distances of 141, 147, 145, 140, 135, 130, 125, 120, 115, 110, 105, 100, 95, 90, 85, 80, 75, 70, 65, 60, 55, 50, 45, 40, 35, 30, 25, 20, 15, 10, 5, 0. The diagram is divided into four categories: A, B, C, and D.

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

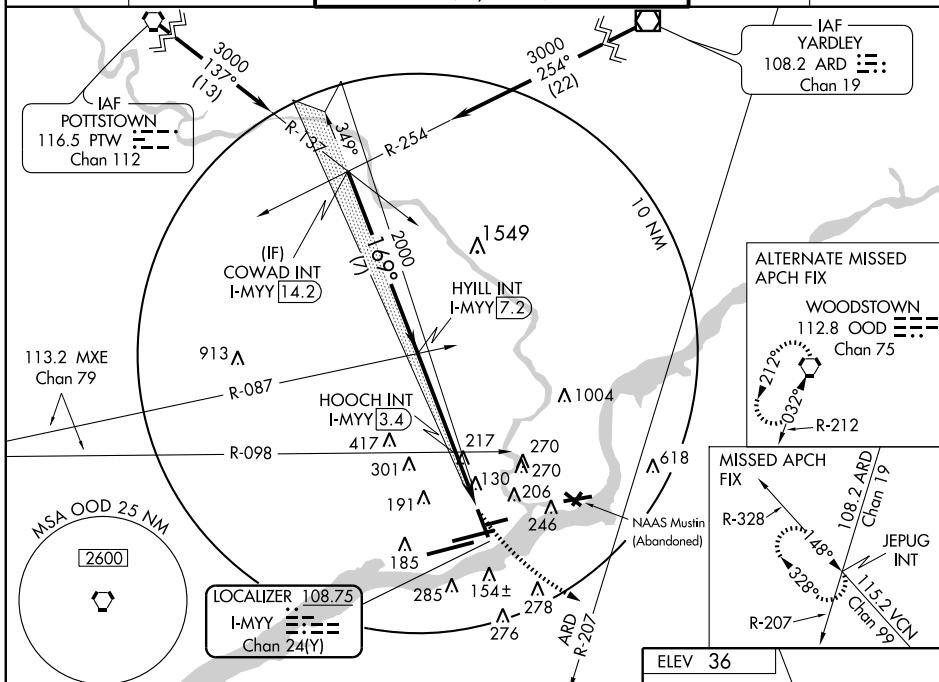
LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 169°	Rwy Idg TDZE Apt Elev	6501 10 36
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ILS or LOC RWY 17

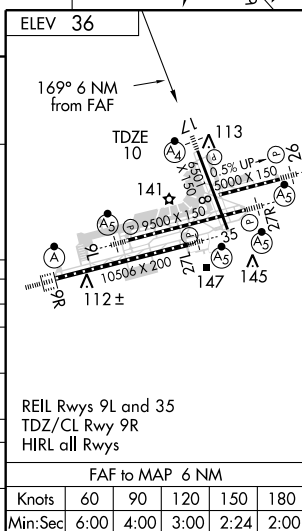
PHILADELPHIA INTL (PHL)

Inoperative table does not apply. Visibility reduction by helicopter NA.	MALSF =	MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.
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ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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COWAD INT I-MYY 14.2		HYILL INT I-MYY 7.2		3000 ↑ hdg 155°	ARD R-207	JEPUG INT
3000	169°		2000	HOOCH INT I-MYY 3.4	I-MYY 1.2	
Procedure Turn NA			2000	*780	*LOC only.	
GS 3.00° TCH 52	7 NM		3.8 NM	2.2 NM		
CATEGORY	A		B	C	D	
S-ILS 17	260/50		250 (300-1)			
S-LOC 17	780/50	780/60	780-2 ¼		780-2 ½	
	770 (800-1)	770 (800-1 ¼)	770 (800-2 ¼)		770 (800-2 ½)	
CIRCLING	780-1	780-1 ¼	780-2 ¼		780-2 ½	
	744 (800-1)	744 (800-1 ¼)	744 (800-2 ¼)		744 (800-2 ½)	
HOOCH FIX MINIMUMS						
S-LOC 17	480/50	470 (500-1)		480/60	480-1 ½	
				470 (500-1 ¼)	470 (500-1 ½)	
CIRCLING	540-1	640-1		640-1 ¾	640-2	
	504 (600-1)	604 (700-1)		604 (700-1 ¾)	604 (700-2)	



LOC/DME I-GLC <u>109.3</u> Chan 30	APP CRS 265°	Rwy Idg 10506 TDZE 10 Apt Elev 36
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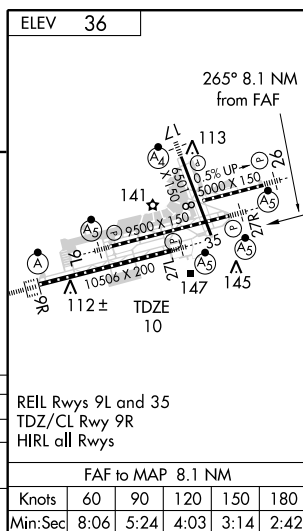
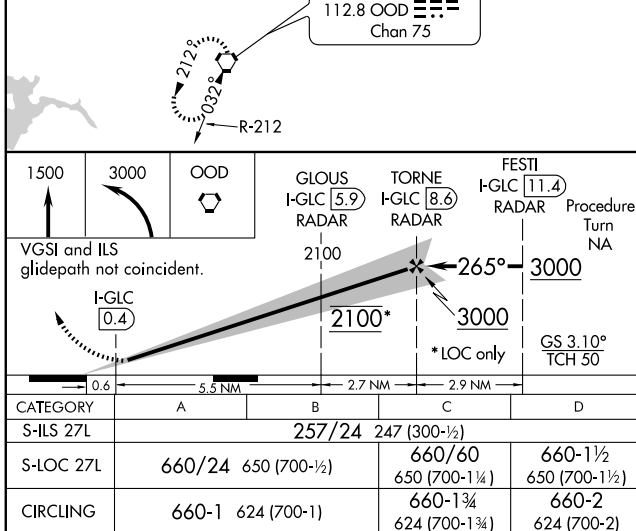
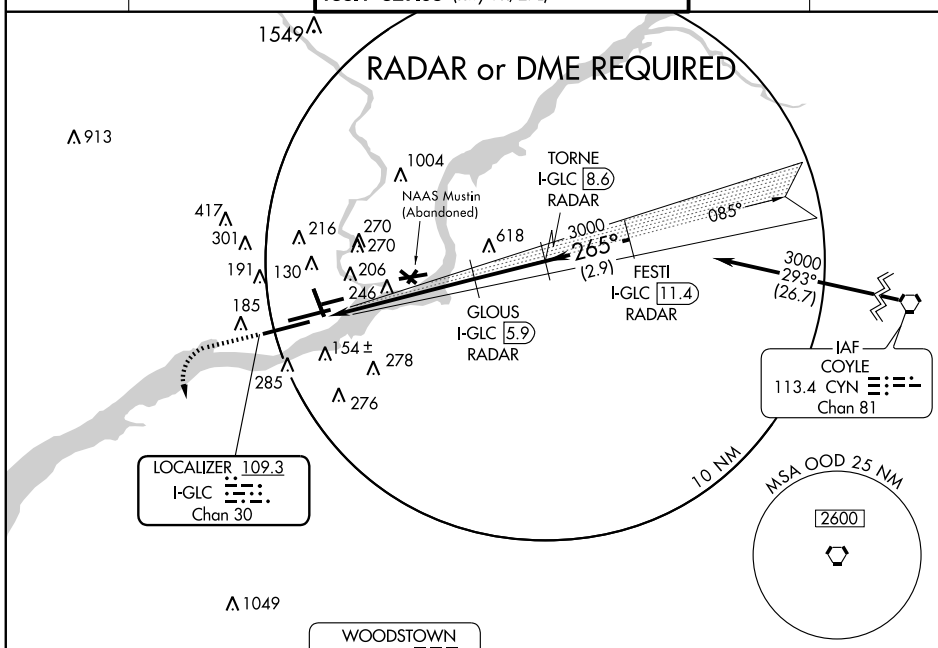
ILS or LOC RWY 27L
PHILADELPHIA INTL (PHL)

ILS unusable from .60 NM inbound to threshold.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ARR	ATIS	PHILADELPHIA APP CON		PHILADELPHIA TOWER		GND CON	CLNC DEL
133.4				118.5	327.05 (Rwys 9L/27R, 8/26 and 17/35)		
DEP	135.925	124.35	319.15	135.1	327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



(SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-LLH	APP CRS	Rwy Idg	5000
111.55	263°	TDZE	36
Chan 52 (Y)		Apt Elev	36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

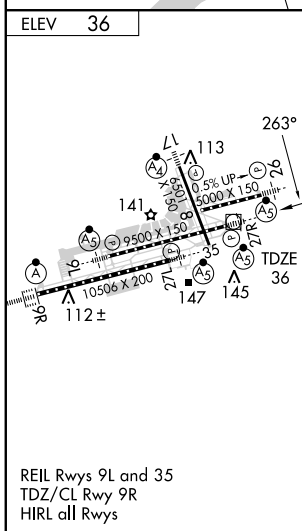
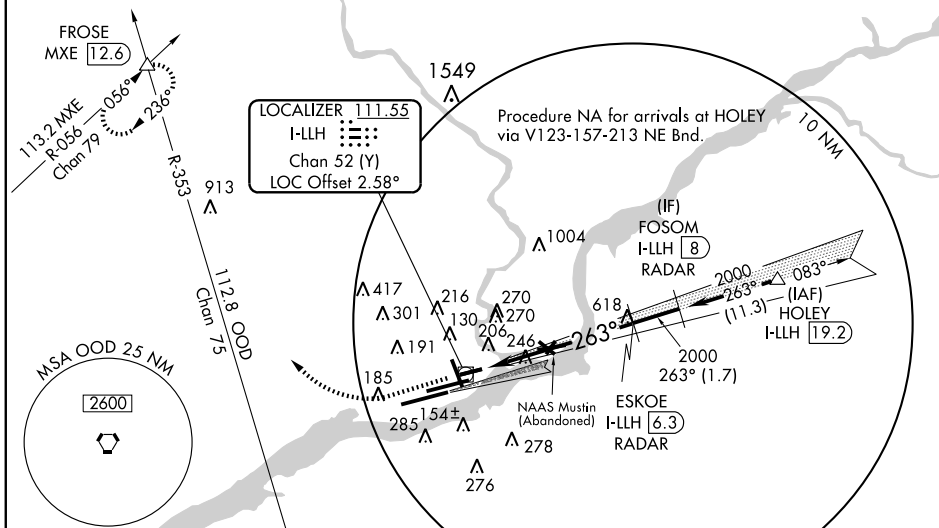
MALSR



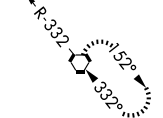
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		
		PRM 123.6		

RADAR REQUIRED



ALTERNATE MISSED APCH FIX



POTTSTOWN
116.5 PTW
Chan 112

800	3000	OOD R-353	FROSE	ESKOE I-LLH 6.3 RADAR	FOSOM I-LLH 8 RADAR	Procedure Turn NA
↑	hdg 310°	△	△	2000	263°	2000
				263°	2000	GS 3.15° TCH 50
				5.6 NM	1.7 NM	
CATEGORY	A	B	C	D		
S-ILS 26	286/40	250 (300-34)		NA		

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

LOC/DME I-GLC	APP CRS	Rwy Idg	10506
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

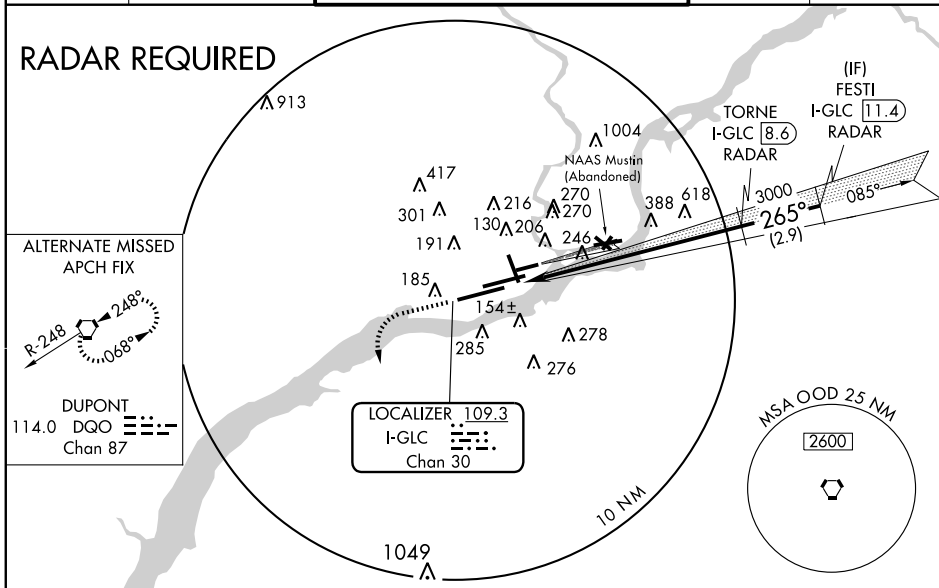
MALSR



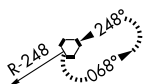
MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) PRM 120.425	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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RADAR REQUIRED



ALTERNATE MISSED
APCH FIX



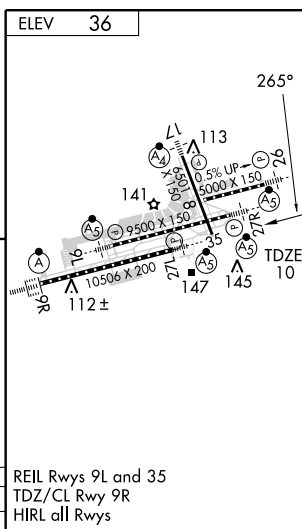
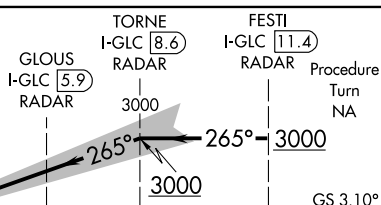
DUPONT
114.0 DQO
Chan 87

LOCALIZER 109.3
I-GLC
Chan 30

WOODSTOWN
112.8 OOD
Chan 75

1500	3000	OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27L	257/24	247 (300-1/2)		

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**Condensed Briefing Point:**

*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.
- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

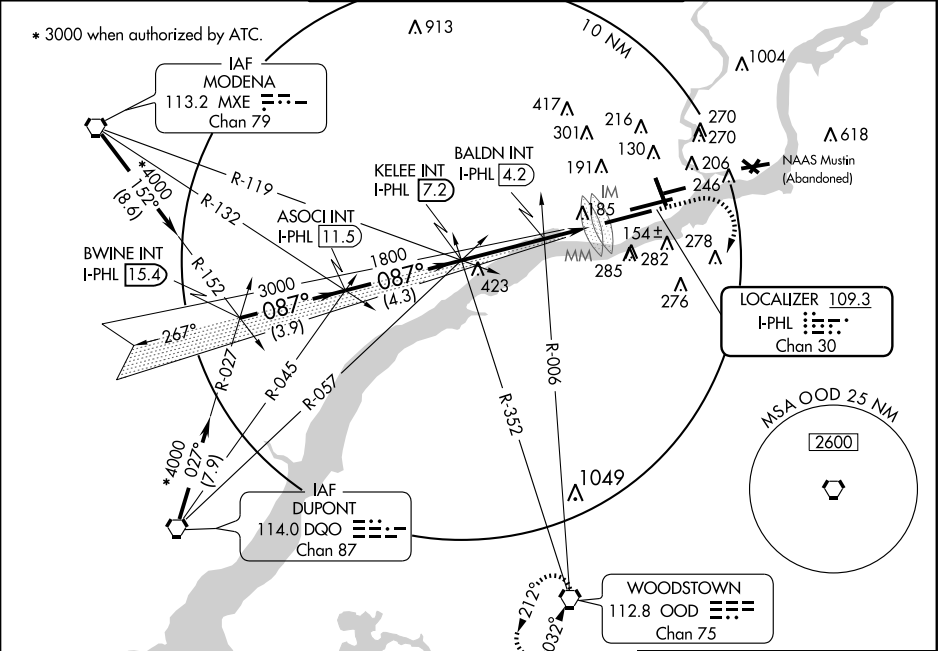
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

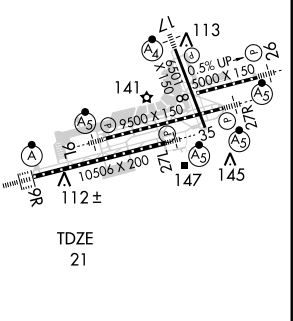
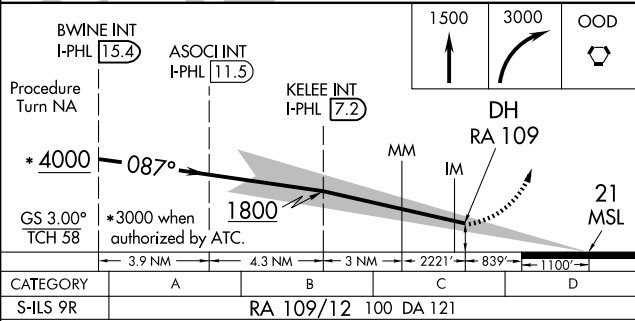
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

<div><div><div></div><div></div></div></div>				<div>ALSF-2</div> <div><div><div></div><div></div></div><div><div></div><div></div></div></div>		<div>MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.</div>				
ATIS		PHILADELPHIA APP CON		PHILADELPHIA TOWER			GND CON		CLNC DEL	
ARR	133.4	124.35	319.15	118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)	121.9	348.6	118.85	348.6
DEP	135.925			135.1	327.05	(Rwy 9R/27L)				



Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

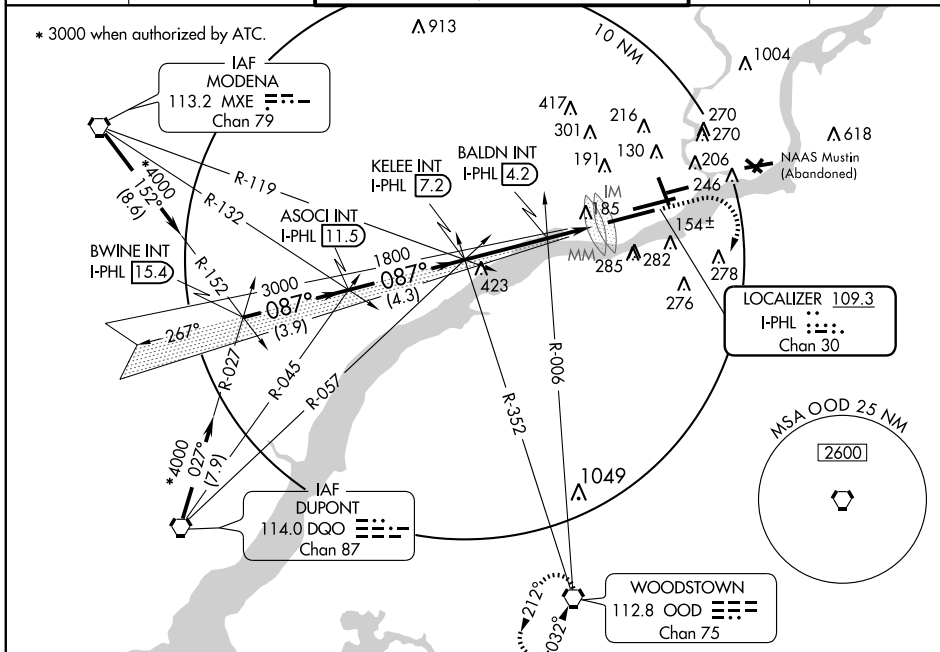
CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT III)

PHILADELPHIA INTL (PHL)

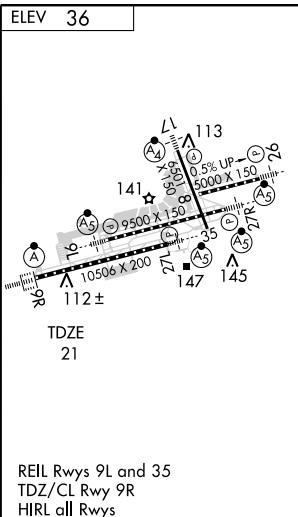
		ALSF-2	MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.	
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER		GND CON
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)		121.9 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		CLNC DEL 118.85 348.6



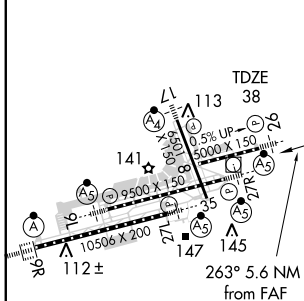
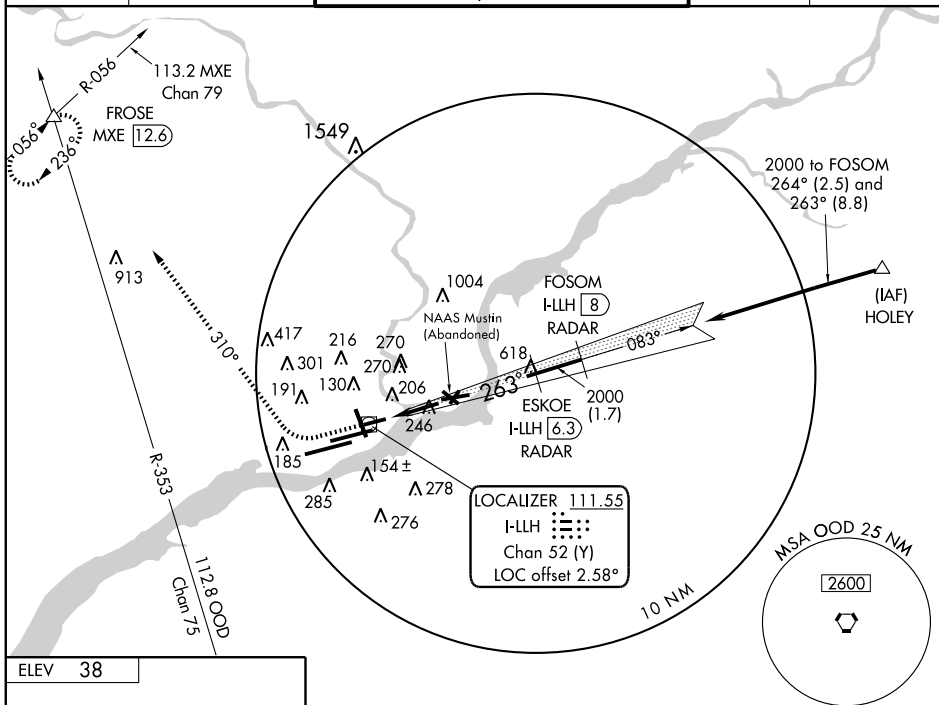
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
 Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.

BWINE INT I-PHL 15.4	* 3000 when authorized by ATC.			1500	3000	OOD
ASOCI INT I-PHL 11.5				↑	↻	⬡
KELEE INT I-PHL 7.2						
Procedure Turn NA						
* 4000	087°	1800	230	IM 124	21 MSL	
GS 3.00°						
TCH 58						
	3.9	4.3 NM	4.8 NM	2189'	871'	1100'
CATEGORY	A	B	C	D		
S-ILS 9R		CAT IIIa	RVR07			
S-ILS 9R		CAT IIIb	RVR06			
S-ILS 9R		CAT IIIc	NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



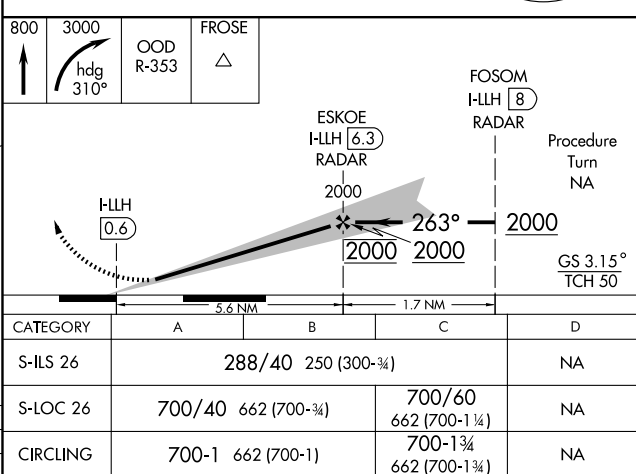
ARR	ATIS	PHILADELPHIA APP CON				PHILADELPHIA TOWER		GND CON		CLNC DEL	
DEP	133.4	124.35	319.15	118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)		121.9	348.6	118.85	348.6
	135.925			135.1	327.05	(Rwy 9R/27L)					



REIL Rwy 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwy

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



LOC/DME I-PDP 108.95 Chan 26 (Y)	APP CRS 266°	Rwy Idg 9500 TDZE 11 Apt Elev 36
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ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.

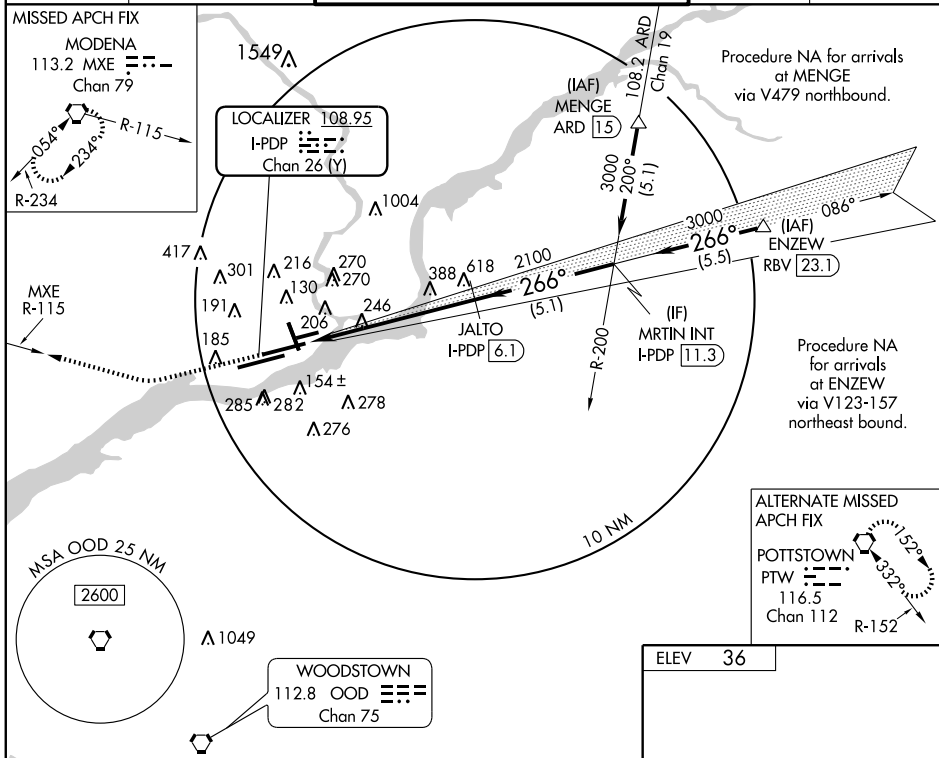
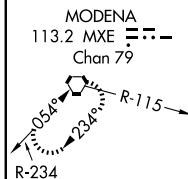
MALSR



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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MISSED APCH FIX



ALTERNATE MISSED APCH FIX

POTTSTOWN
PTW 116.5
Chan 112

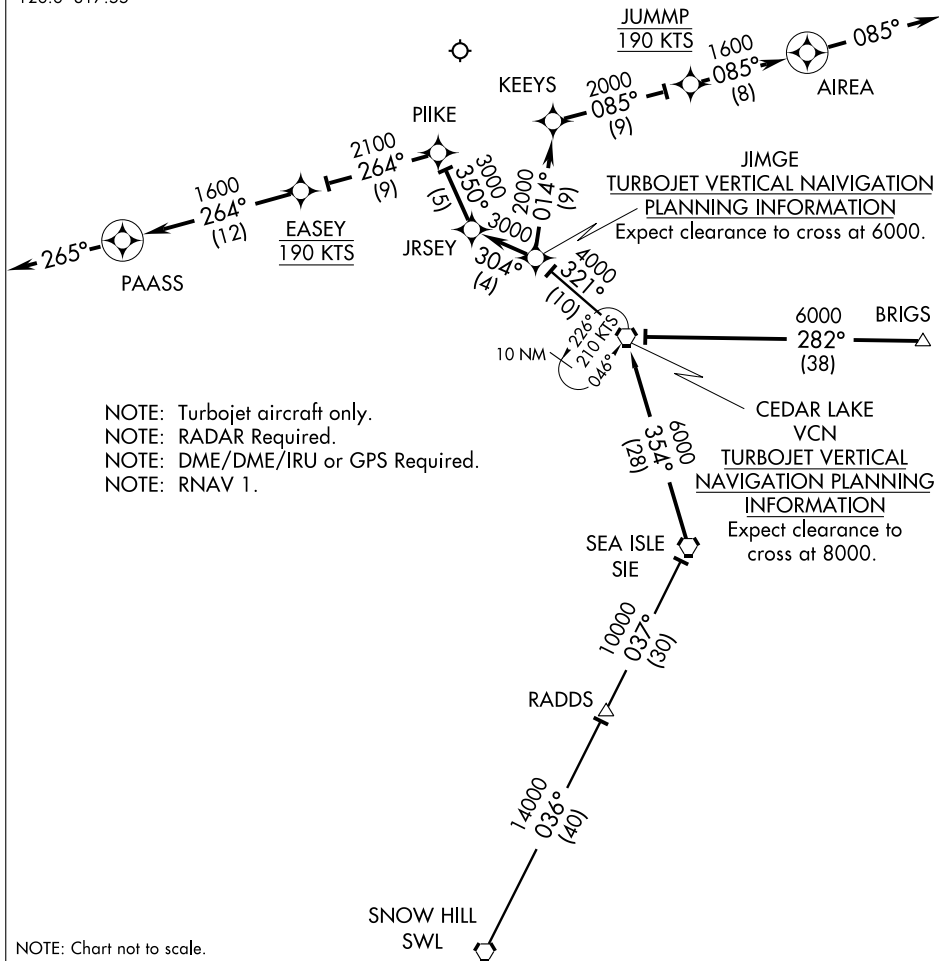
ELEV 36

1500 ↑	3000 ↗ MXE R-115	MXE ☒	VGSI and ILS glidepath not coincident.	Procedure Turn NA
I-PDP DME ANTENNA	JALTO I-PDP 6.1	MARTIN INT I-PDP 11.3		
11 MSL	2100	266°	3000	GS 3.00° TCH 52
1180° 919'	6.1 NM	5.1 NM		
CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55

BRIGS TRANSITION (BRIGS.JIMGE1):SNOW HILL TRANSITION (SWL.JIMGE1):

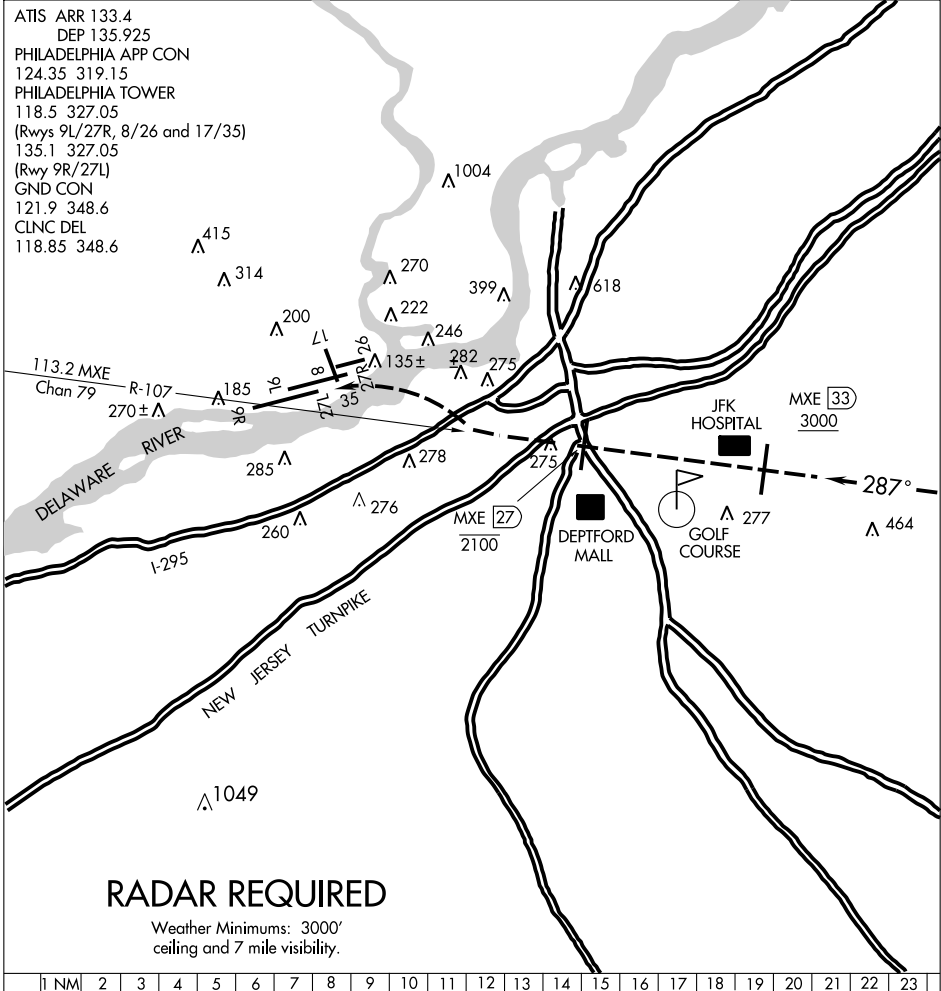
Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

PHILADELPHIA EIGHT DEPARTURE

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

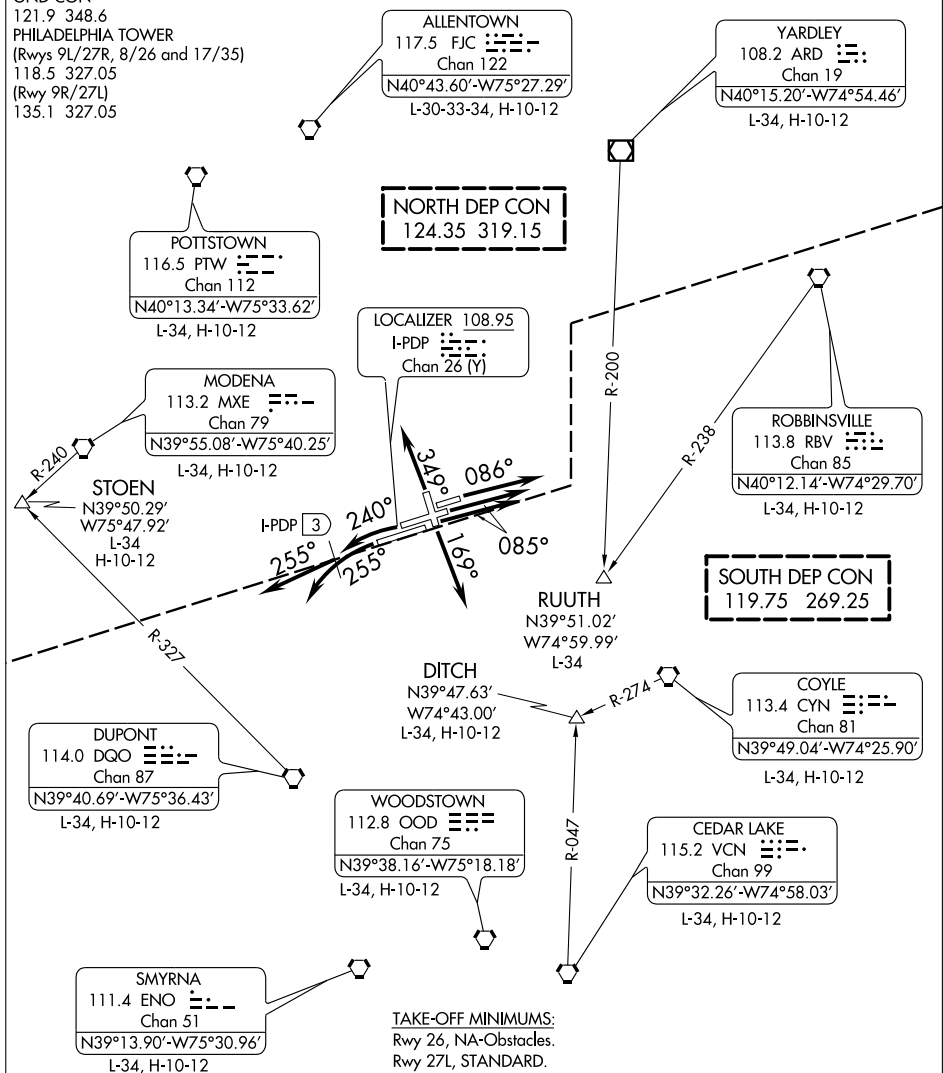
PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

135.1 327.05



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PHILADELPHIA EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence

TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence

TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence

TAKE-OFF RUNWAY 8: Fly heading 086°, Thence

TAKE-OFF RUNWAY 17: Fly heading 169°, Thence

TAKE-OFF RUNWAY 35: Fly heading 349°, Thence

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.

Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

Rwy 17: Multiple trees beginning 1115' from DER, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from DER, 847' right of centerline, 68' AGL/77' MSL.

Ship in channel 3500' from DER, 86' left of centerline, 188' AGL/188' MSL.

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

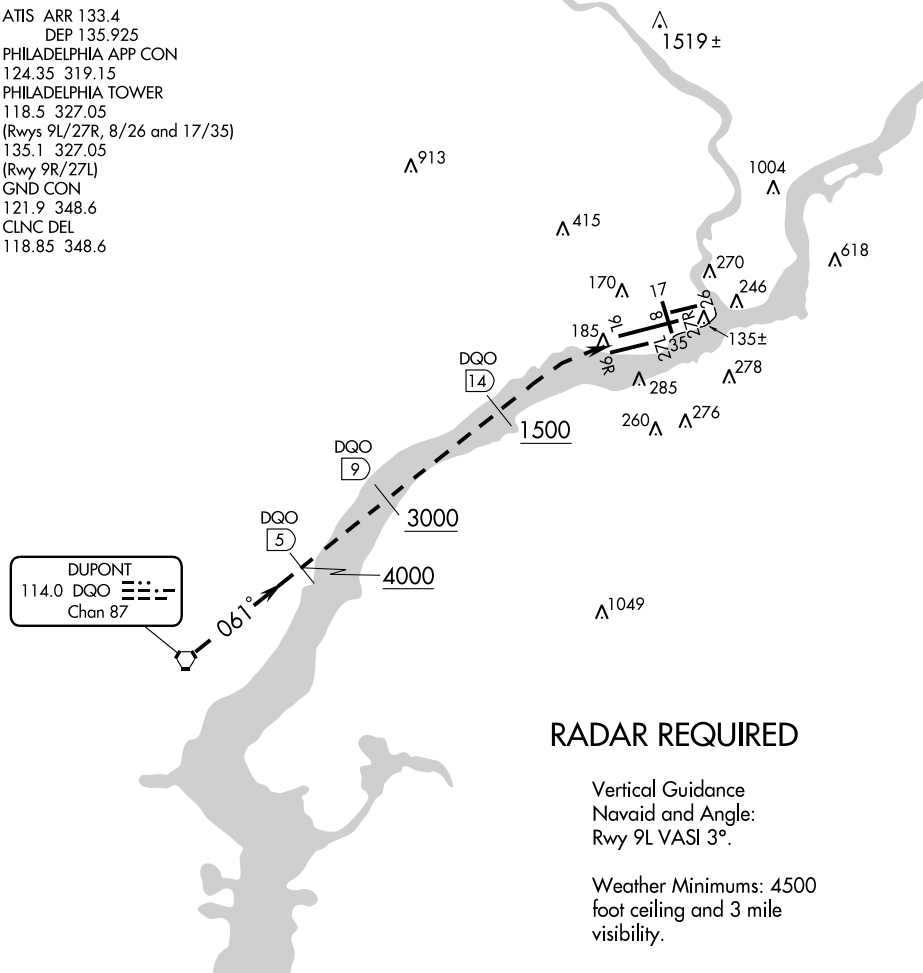
Rwy 35: Sign and multiple light poles and trees beginning 1232' from DER, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from DER, 644' right of centerline, up to 69' AGL/83' MSL.

RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



1	NM	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
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RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.

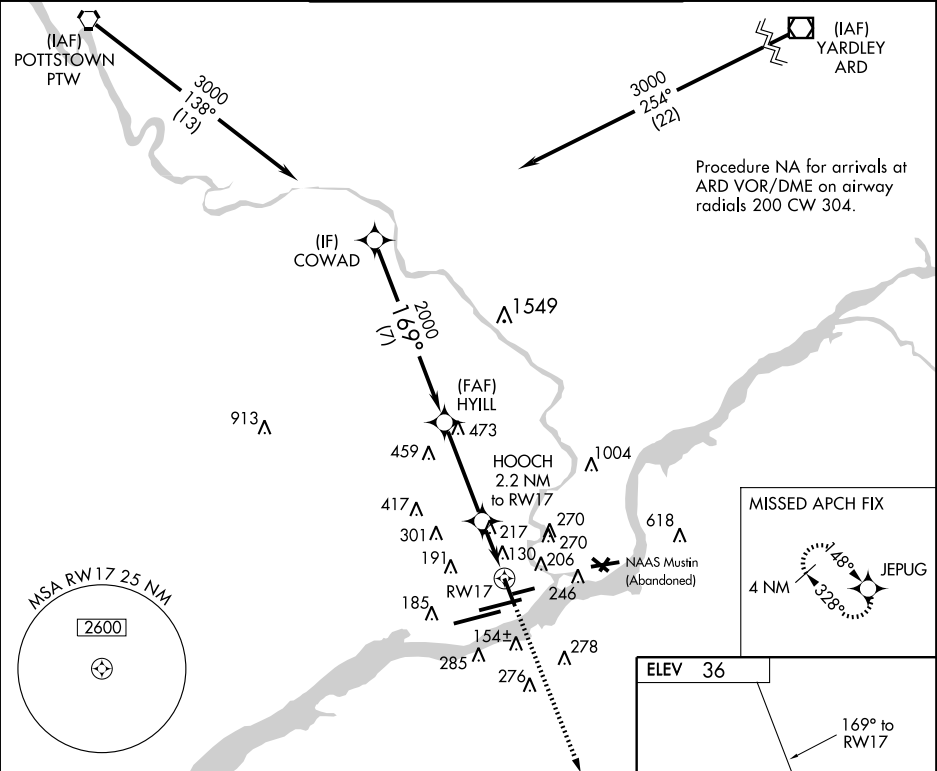
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

WAAS	APP CRS	Rwy Idg	6501
CH 86222	169°	TDZE	10
W17A		Apt Elev	36

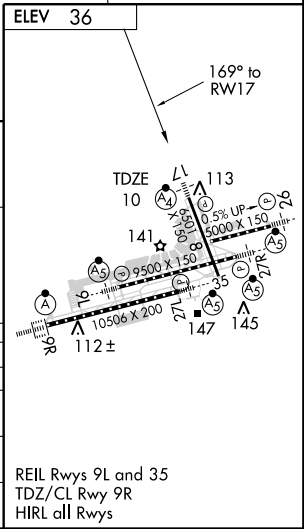
RNAV (GPS) RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.				MALSF	MISSED APPROACH: Climb to 3000 direct JEPUG and hold.
ATIS		PHILADELPHIA APP CON		PHILADELPHIA TOWER	
ARR 133.4	124.35	319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)		
DEP 135.925			135.1 327.05 (Rwy 9R/27L)		
				GND CON	CLNC DEL
				121.9 348.6	118.85 348.6



COWAD				
3000				
Procedure Turn NA				
GS 3.00° TCH 52				
HYILL				
HOOCH 2.2 NM to RWY 17				
*LNNAV only				
RWY 17				
*760				
7 NM 3.8 NM 2.2 NM				
CATEGORY	A	B	C	D
LPV DA	322/50		312 (300-1)	
LNNAV/VNAV DA	634-2 1/4		624 (600-2 1/4)	
LNNAV MDA	480/50	470 (500-1)	480/60	480-1 1/2
			470 (500-1 1/2)	
CIRCLING	540-1	640-1	640-1 3/4	640-2
	504 (600-1)	604 (700-1)	604 (700-1 3/4)	604 (700-2)



APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

RNAV (GPS) RWY 26

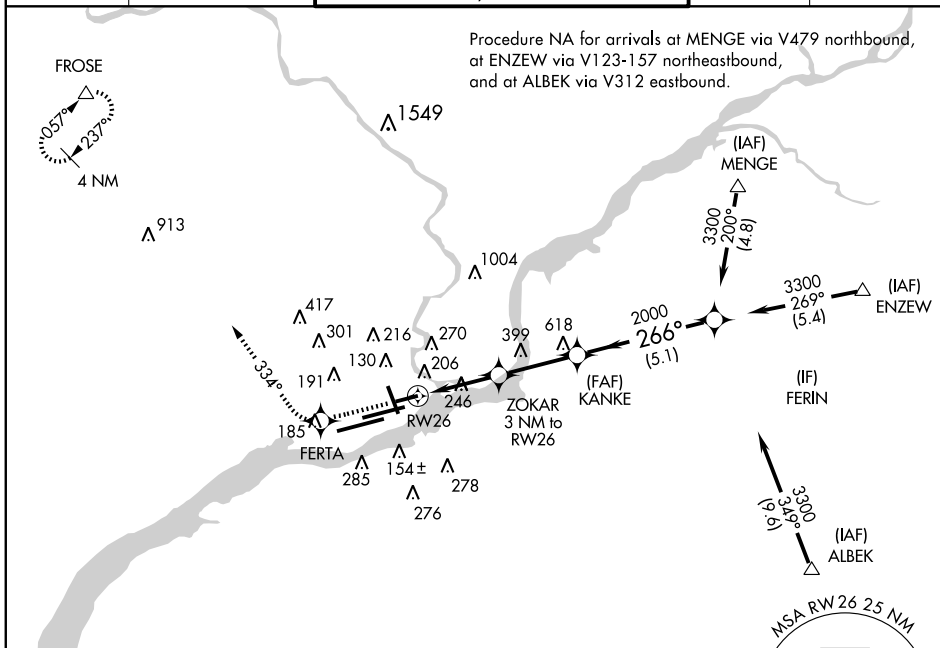
PHILADELPHIA INTL (PHL)

T For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

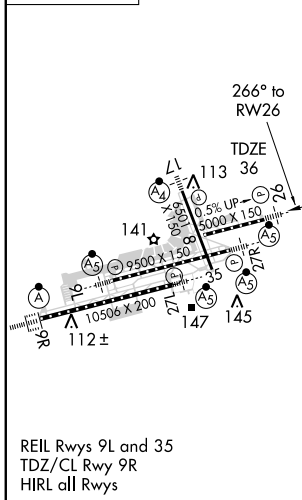




MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

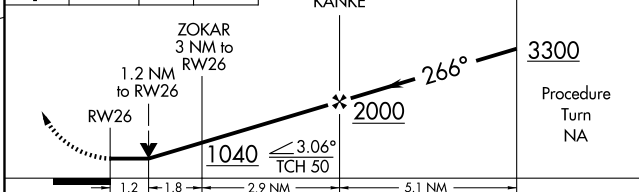
ARR	ATIS	PHILADELPHIA APP CON		PHILADELPHIA TOWER		GND CON	CLNC DEL
DEP	133.4	124.35	319.15	118.5	327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9	348.6
	135.925			135.1	327.05 (Rwy 9R/27L)	348.6	118.85



ELEV	36	
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3000 ↑	FERTA 	trk 334°	FROSE 
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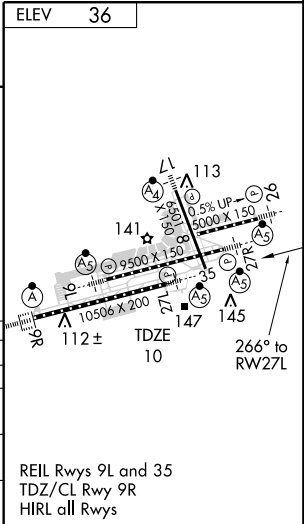
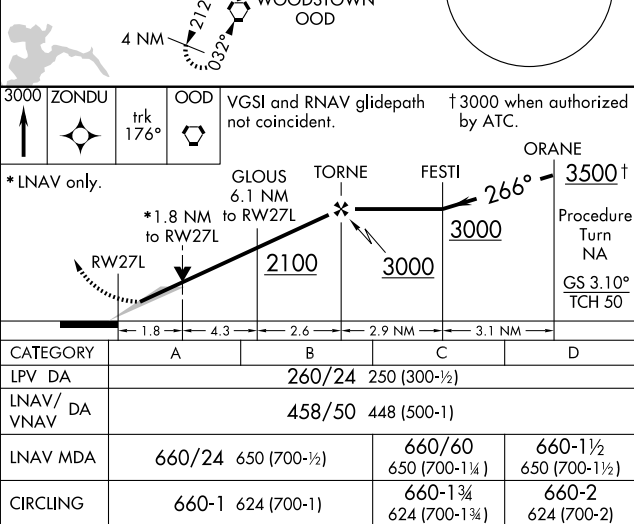
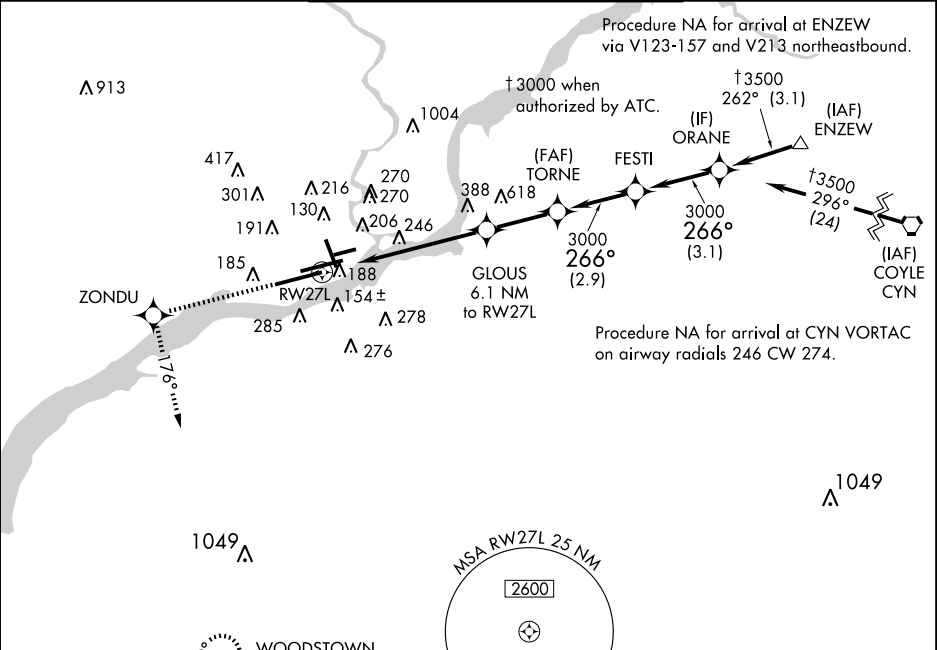


CATEGORY	A	B	C	D
LNAV MDA	500/40 464 (500- $\frac{3}{4}$)			NA
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1 $\frac{3}{4}$ 604 (700-1 $\frac{3}{4}$)	NA

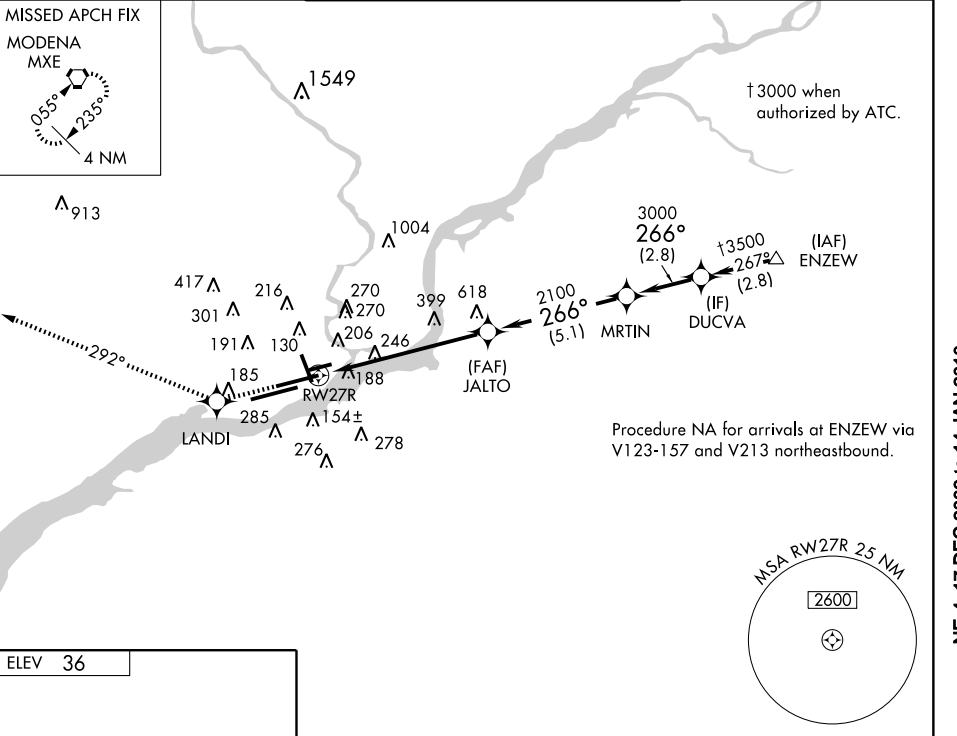
WAAS CH 97322 W27A	APP CRS 266°	Rwy Idg TDZE Apt Elev	10506 10 36
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RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.		MALSR 	MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.	
ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)		GND CON 121.9 348.6
				CLNC DEL 118.85 348.6



WAAS CH 90122 W27B	APP CRS 266°	Rwy Idg TDZE 11 Apt Elev 36	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.		MALSR 	MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.
ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6		



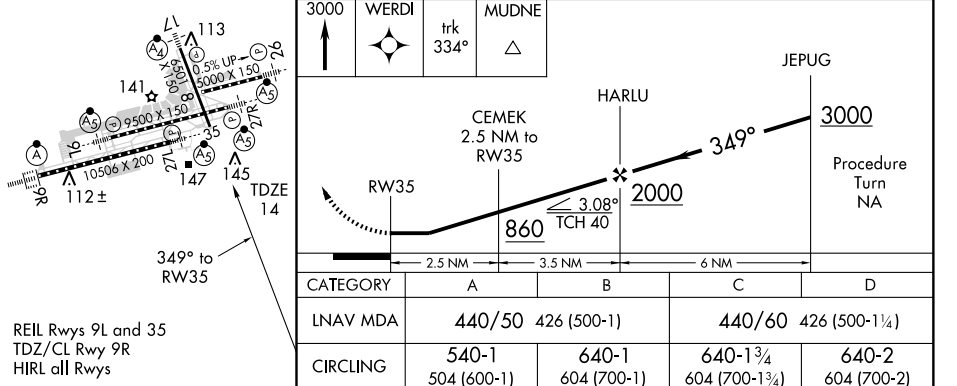
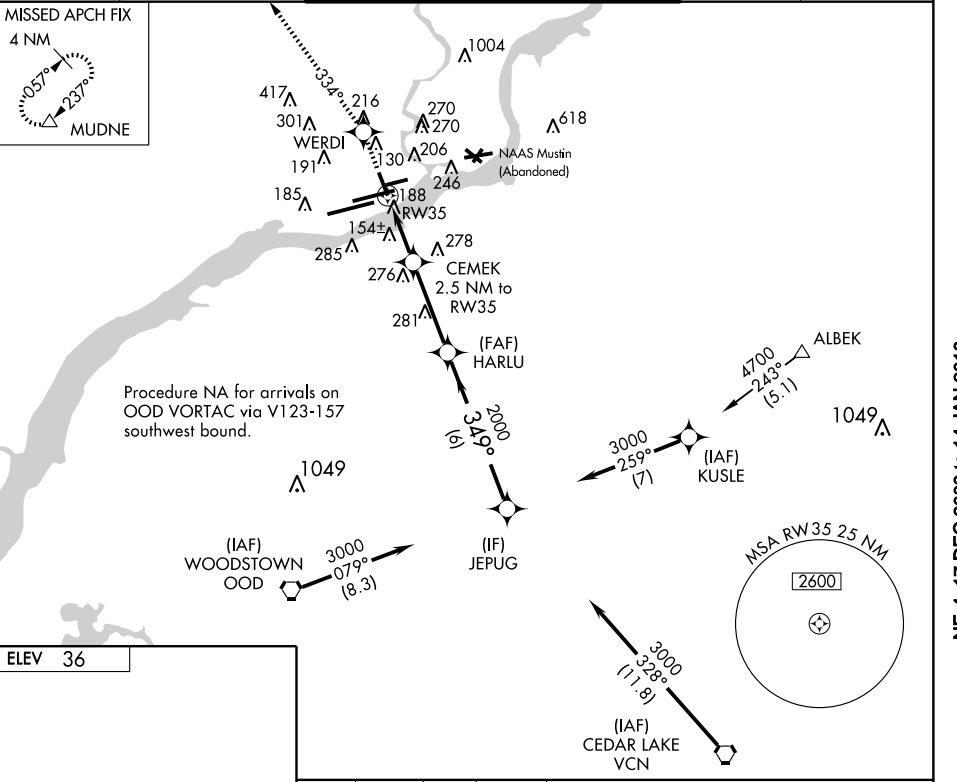
REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

▼

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI
and via 334° track to MUDNE and hold.

ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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NE-4. 17 DEC 2009 to 14 JAN 2010

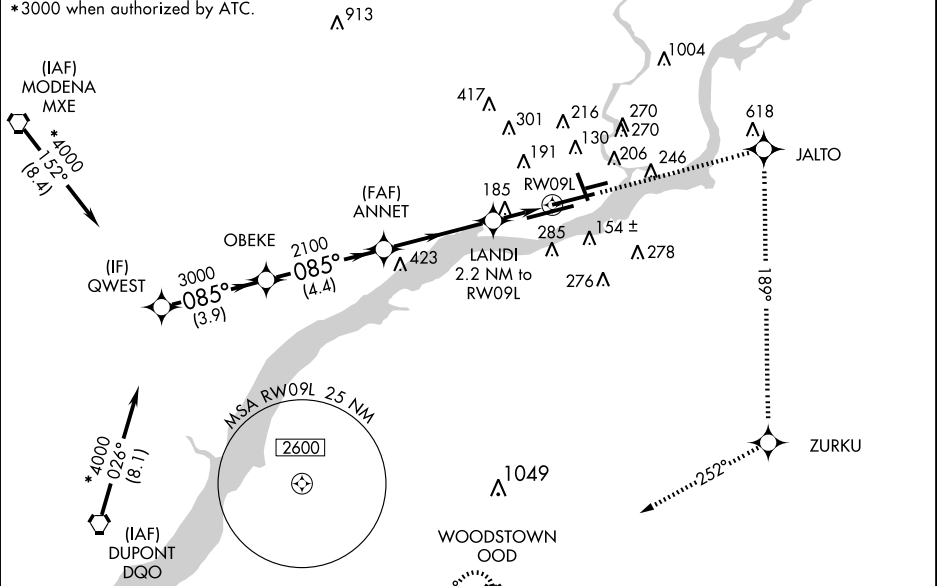
WAAS	APP CRS	Rwy Idg	9500
CH 45523	085°	TDZE	13
W09B		Apt Elev	36

RNAV (GPS) Y RWY 9L
PHILADELPHIA INTL (PHL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.
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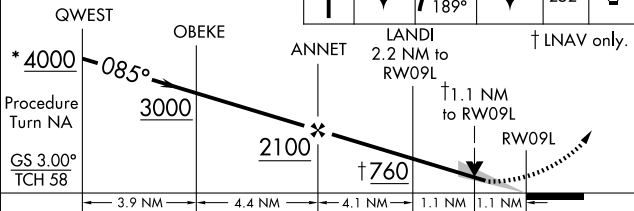
ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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Procedure NA for arrivals on MXE VORTAC
airway radials 129 CW 177.
*3000 when authorized by ATC.

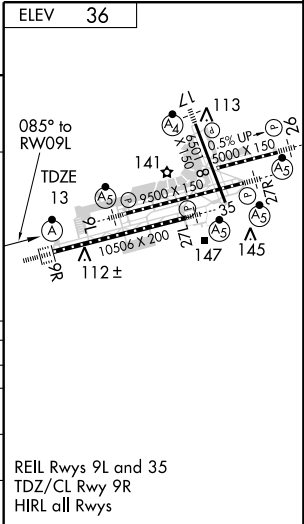


Procedure NA for arrivals on DQO VORTAC
airway radials 053 CW 080.

VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA		263/24	250 (300-½)	
LNAV/VNAV DA		471/50	458 (500-1)	
LNAV MDA	440/24	427 (500-½)	440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1 ¾ 604 (700-1 ¾)	640-2 604 (700-2)



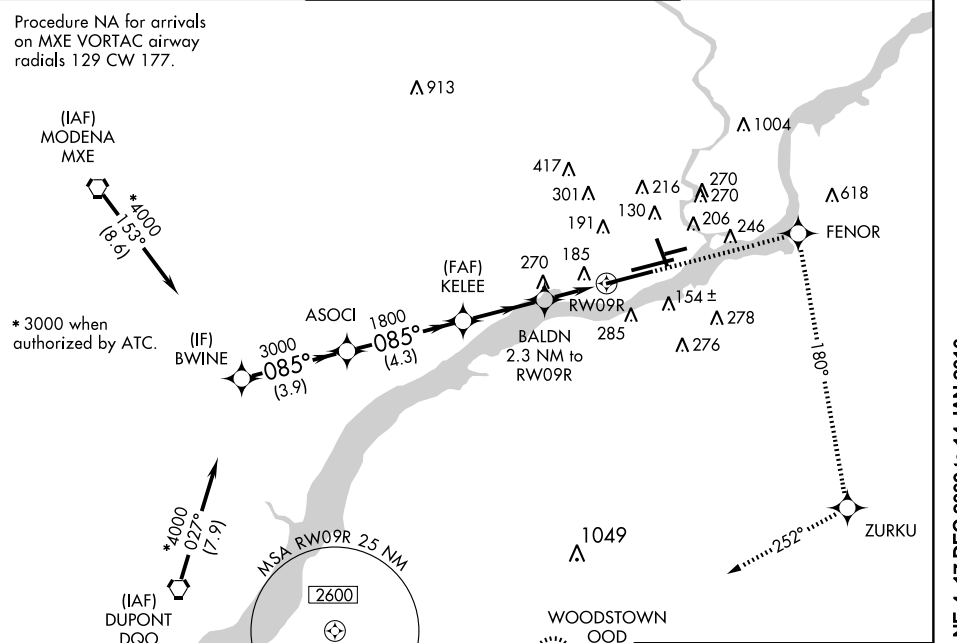
WAAS	APP CRS	Rwy Idg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

ALSIF-2

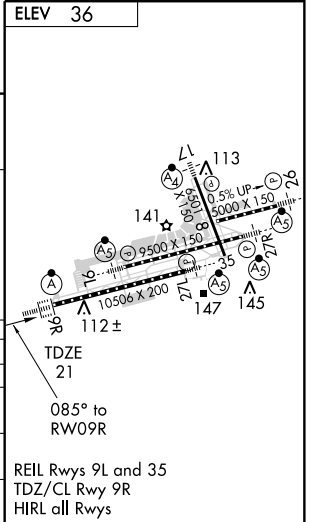
MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

* 3000 when authorized by ATC.				
BWINE	ASOCI	KELEE	BALDN	OOD
			2.3 NM to RWY 9R	
			1.6 NM to RWY 9R	
			0.7 NM	
			1.6 NM	
				† LNAV only.
* 4000				
Procedure Turn NA				
GS 3.00°				
TCH 58				
	3.9 NM	4.3 NM	3 NM	0.7 NM
CATEGORY	A	B	C	D
LPV DA		271/24	250 (300-½)	
LNAV/VNAV DA		473/50	452 (500-1)	
LNAV MDA	580/24	559 (600-½)	580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS 085°	Rwy Idg TDZE Apt Elev	9500 13 36
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RNAV (RNP) Z RWY 9L
PHILADELPHIA INTL (PHL)



GPS required

For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).

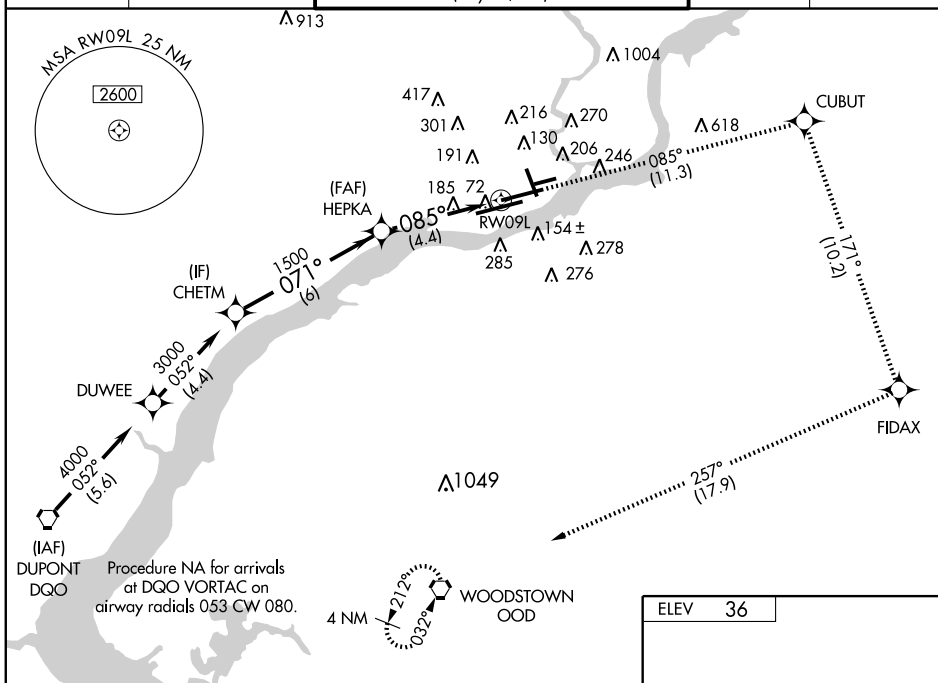
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

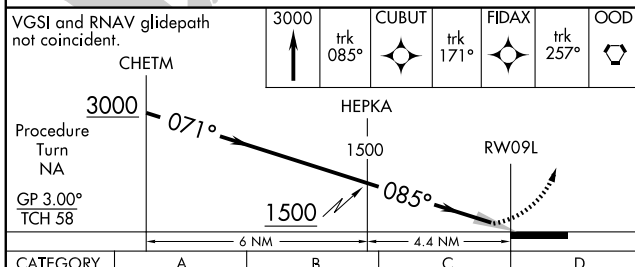
	ATIS	PHILADELPHIA APP CON				PHILADELPHIA TOWER				GND CON		CLNC DEL			
ARR	133.4					118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)							
DEP	135.925	124.35	319.15			135.1	327.05	(Rwy 9R/27L)				121.9	348.6	118.85	348.6



VGSI and RNAV glidepath
not coincident.

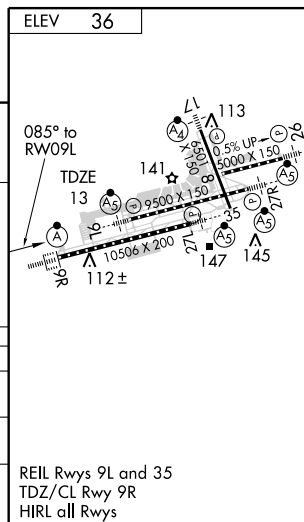
CHETM

Procedure
Turn
NA
GP 3.00°
TCH 58



CATEGORY	A	B	C	D
RNP 0.11 DA		316/24	303 (300-½)	
RNP 0.30 DA		394/40	381 (400-¾)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



APP CRS	Rwy Idg	10506
085°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

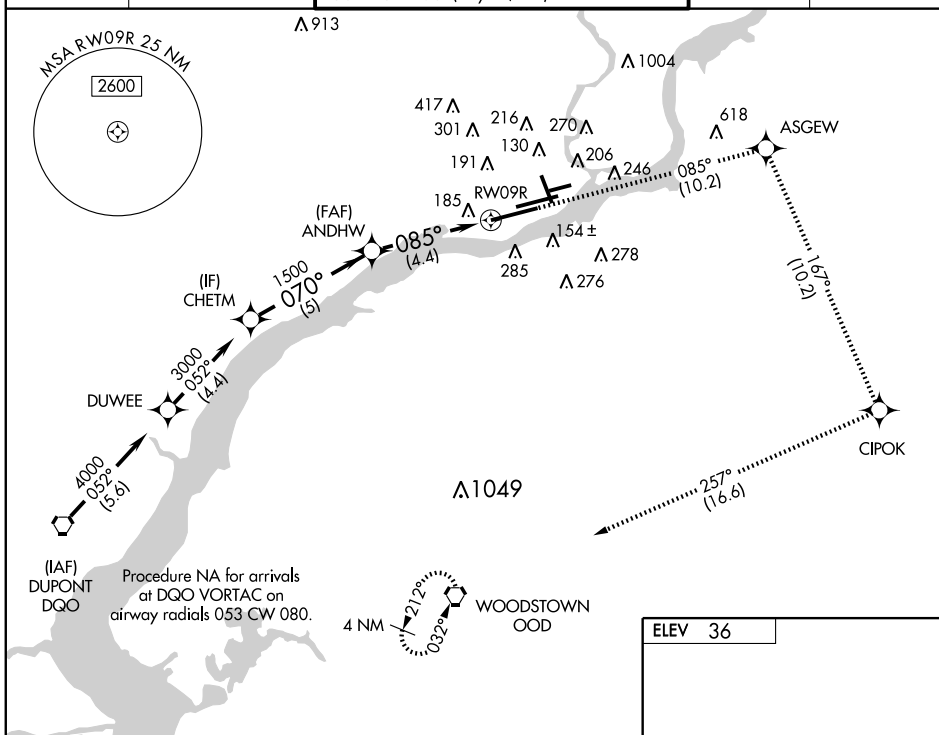
T GPS required.
 For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
 Visibility reduction by helicopters NA.
 For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

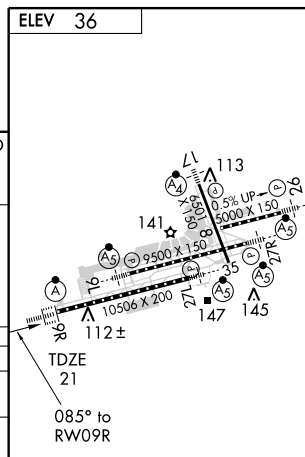


MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



Procedure Turn NA	CHETM	3000	070°	ANDHW	1500	085°	RWY 09R	OOD
GP 3.00°								
TCH 58								
CATEGORY	A	B	C	D				
RNP 0.16 DA		271/40	250 (300-¾)					
RNP 0.30 DA		460/50	439 (500-1)					



REIL Rwys 9L and 35
 TDZ/CL Rwy 9R
 HIRL all Rwys

**SPECIAL AIRCRAFT AND AIRCREW
 AUTHORIZATION REQUIRED**

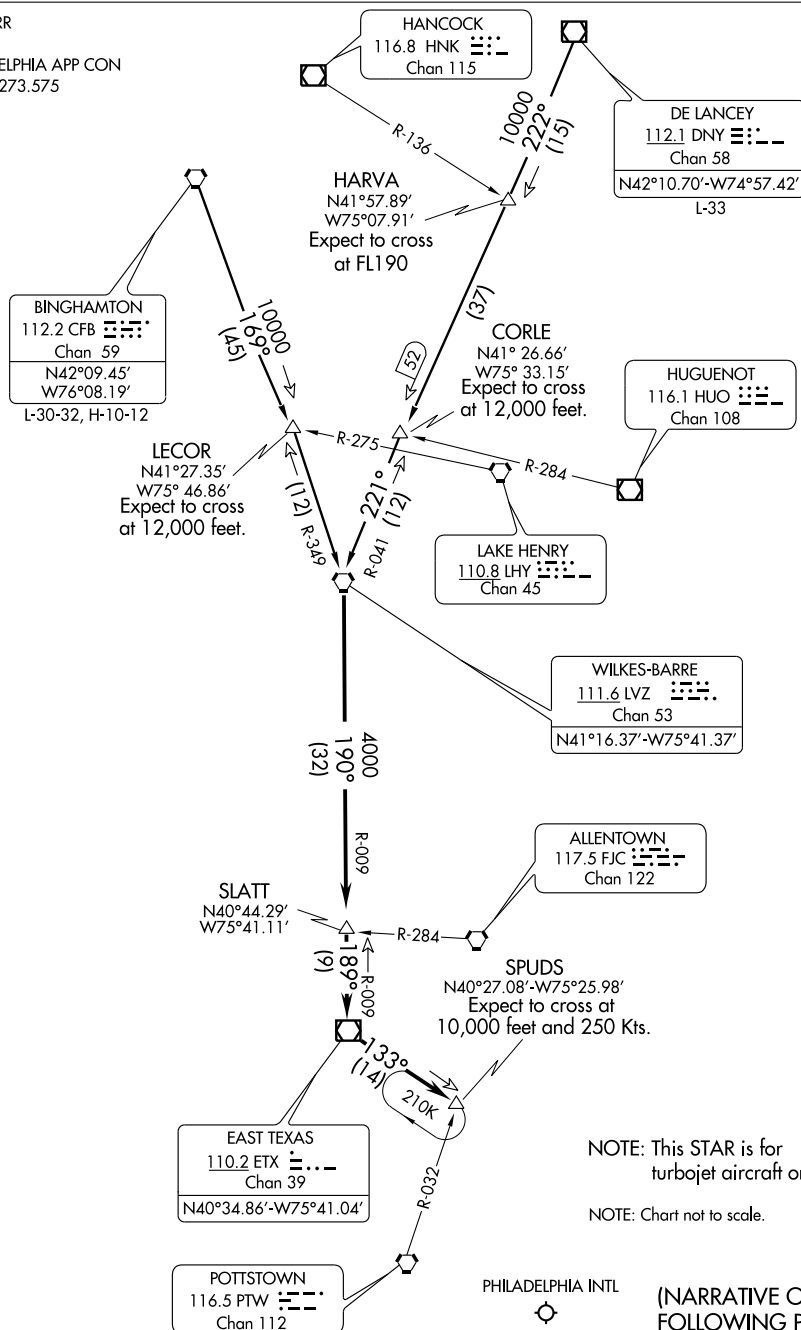
SLATT THREE ARRIVAL

ATIS ARR

133.4

PHILADELPHIA APP CON

128.4 273.575



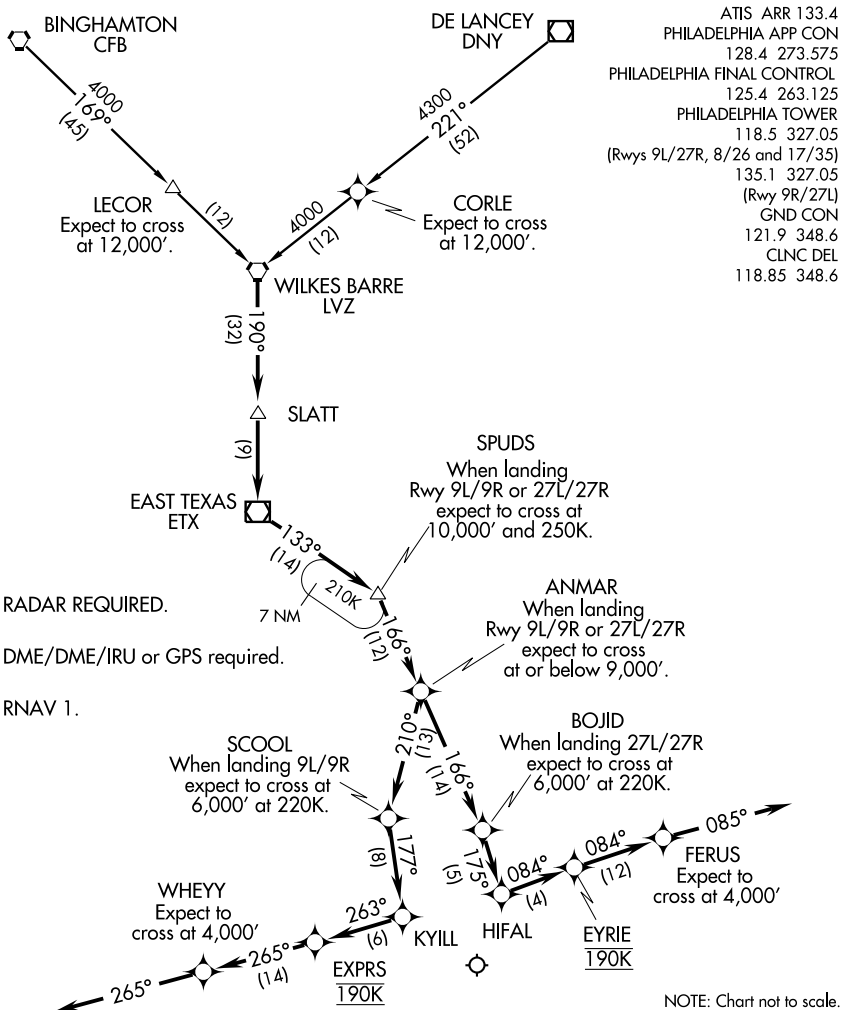
SLATT THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence

DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.



BINGHAMTON TRANSITION (CFB.SPUDS1)
DE LANCEY TRANSITION (DNY.SPUDS1)

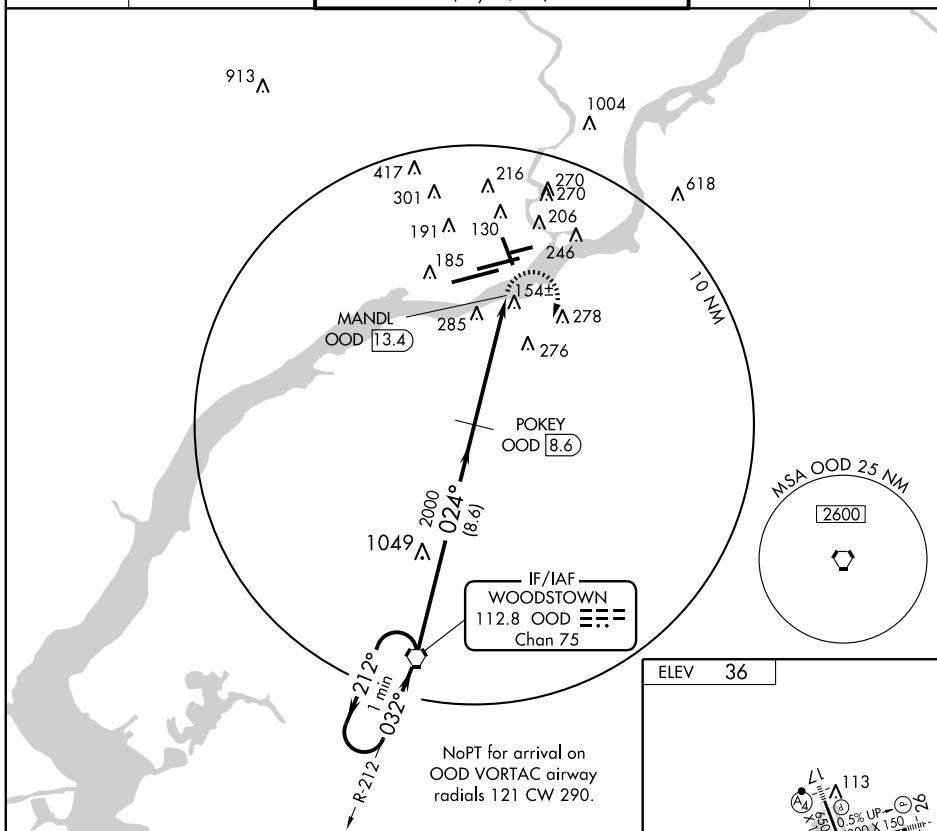
... From WILKES-BARRE, thence SLATT, thence EAST TEXAS VOR/DME, thence SPUDS, thence ANMAR,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085°. Expect radar vectors to final approach course.

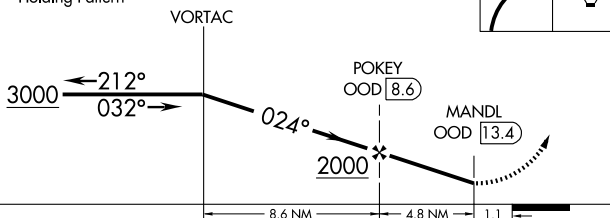
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOO, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

	ATIS	PHILADELPHIA APP CON				PHILADELPHIA TOWER			GND CON		CLNC DEL		
ARR	133.4					118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)					
DEP	135.925	124.35	319.15			135.1	327.05	(Rwy 9R/27L)		121.9	348.6	118.85	348.6



One Minute Holding Pattern

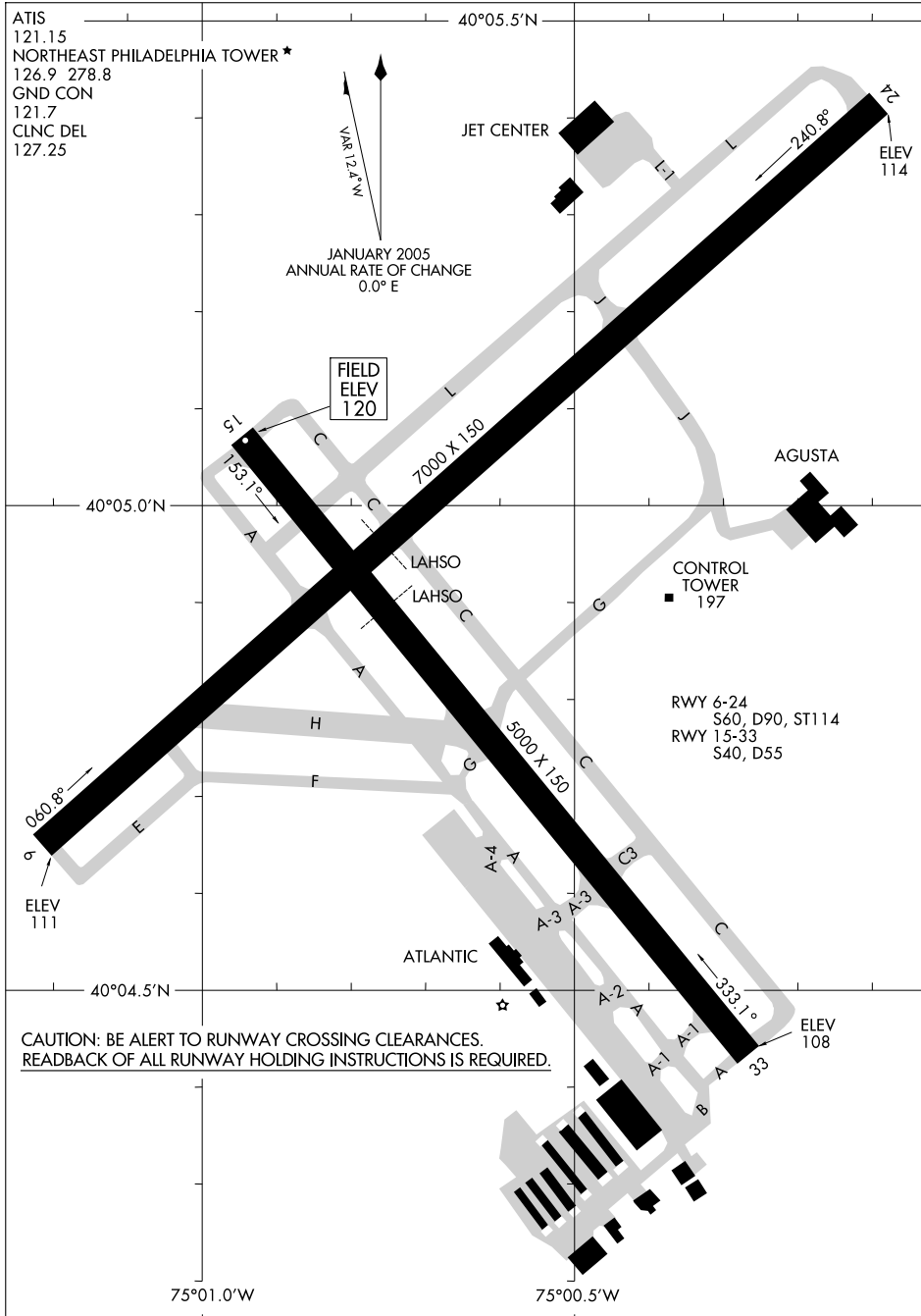


CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1 ³ / ₄ 604 (700-1 ³ / ₄)	NA

REIL Rwy 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwy

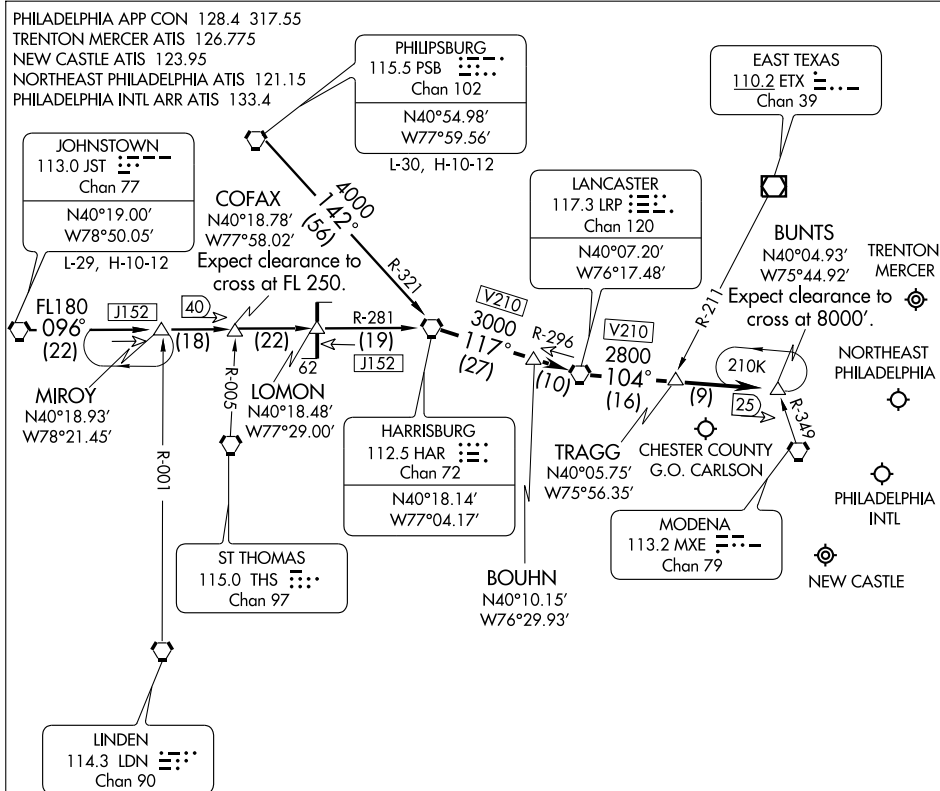
AIRPORT DIAGRAM

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
AL-528 (FAA) PHILADELPHIA, PENNSYLVANIA



BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

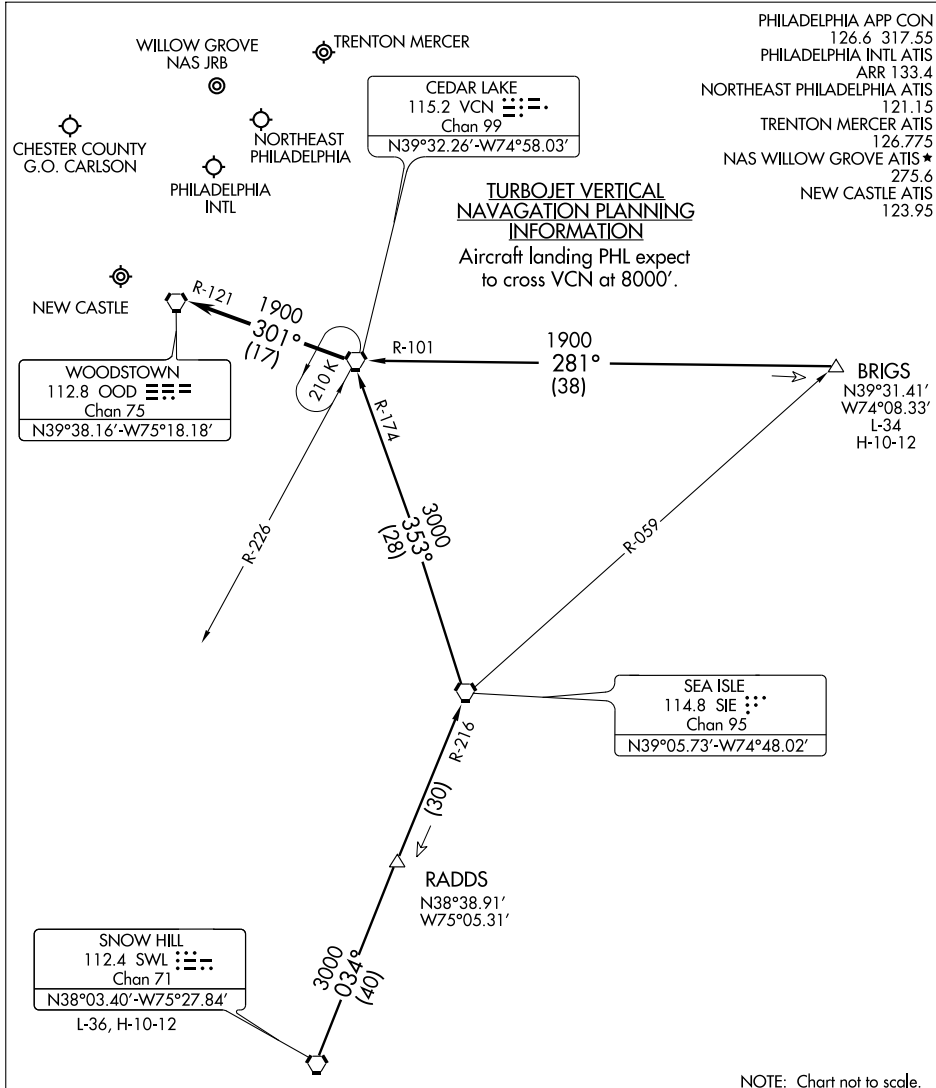
NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . .

. . . From over VCN VORTAC:

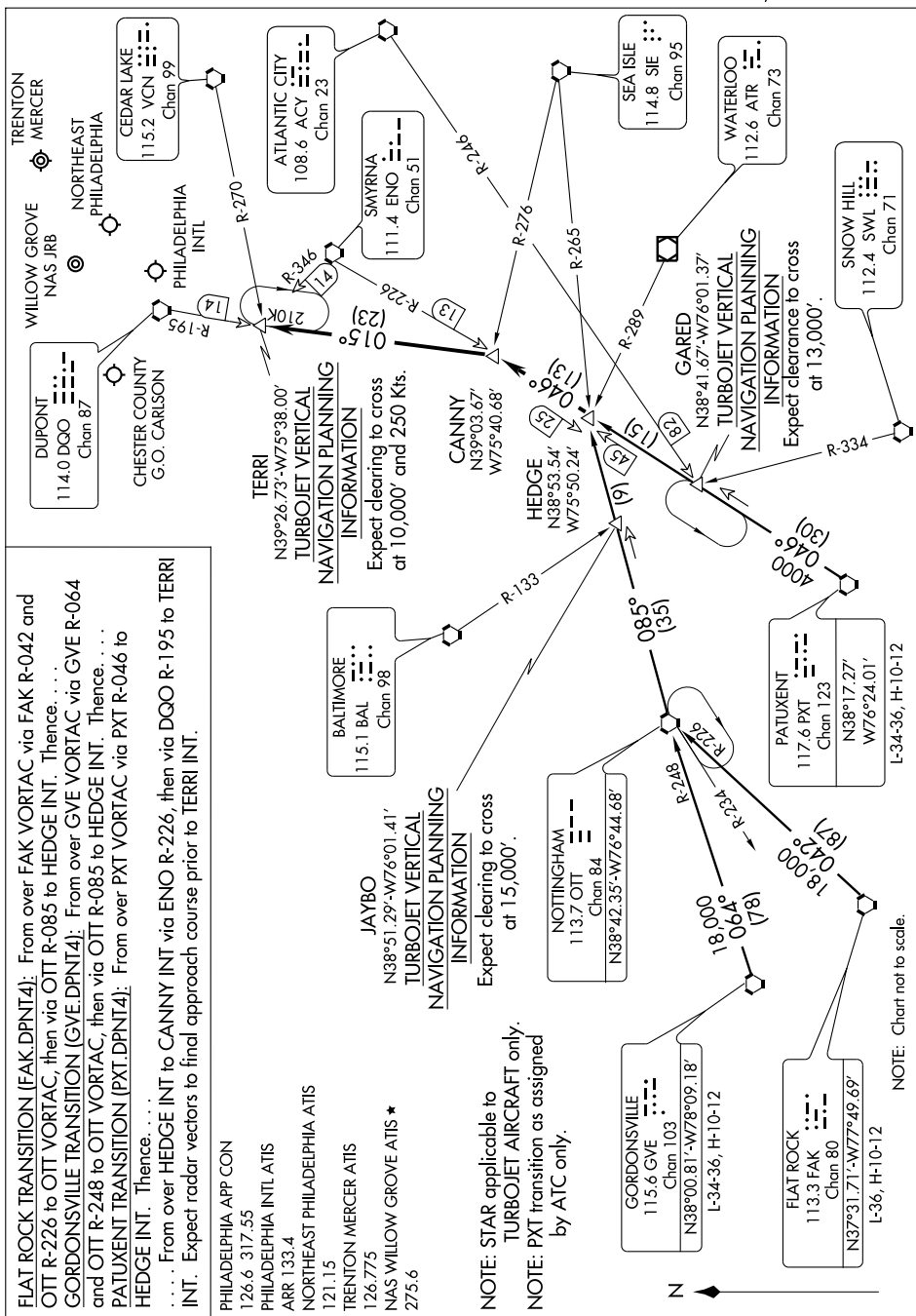
Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



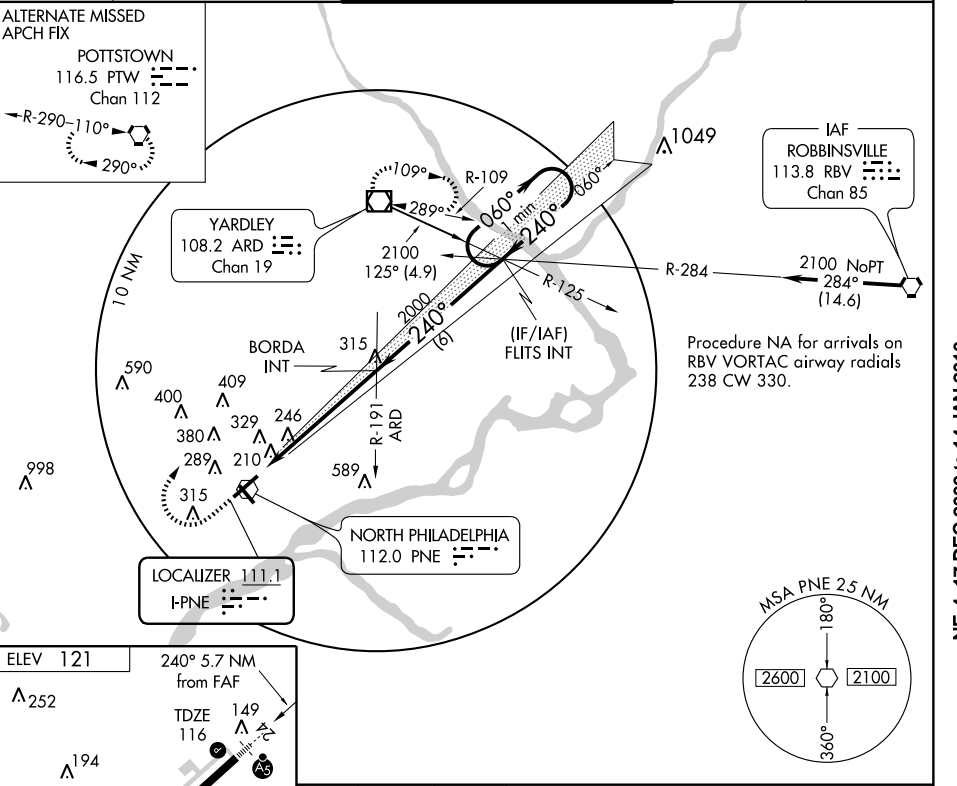
LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	240°	TDZE	116
		Apt Elev	121

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSRR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSRR

MISSED APPROACH:
Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 0 278.8	121.7	127.25



ELEV 121

240° 5.7 NM from FAF

TDZE 116

149

194

197

140

180

172

154

142

200±

REIL Rwy 6, 15 and 33

MIRL Rwy 15-33

HIRL Rwy 6-24

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

800

3000

ARD

108.2

BORDA

2000

2000

FLITS

One Minute Holding Pattern

060°

2100

240°

GS 3.00°

TCH 53

5.7 NM

6 NM

CATEGORY	A	B	C	D
S-ILS 24	316-½ 200 (200-½)			
S-LOC 24	560-½	444 (500-½)	560-¾ 444 (500-¾)	560-1 444 (500-1)
CIRCLING	640-1	519 (600-1)	640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-PNE 111.1	APP CRS 060°	Rwy Idg TDZE Apt Elev	7000 116 121
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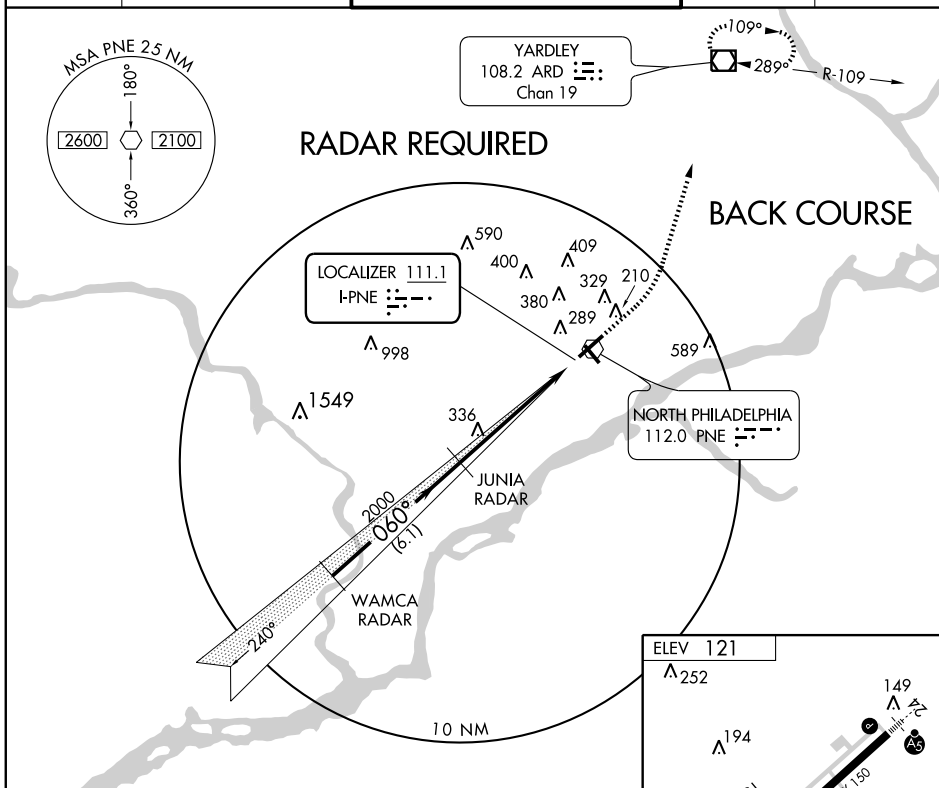
LOC BC RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

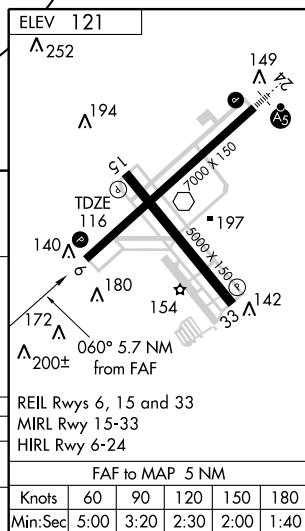
▼ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
▲ When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25
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	WAMCA RADAR		JUNIA RADAR		1000	3000	ARD 108.2
	2000		2000		060°		
			3.05°		TCH 57		
	6.1 NM		5 NM		0.7		
CATEGORY	A	B	C	D			
S-6	600-1	484 (500-1)	600-1½ 484 (500-1½)	600-1½ 484 (500-1½)			
CIRCLING	640-1	519 (600-1)	640-1½ 519 (600-1½)	700-2 579 (600-2)			



WAAS Ch 65622 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	7000 116 121
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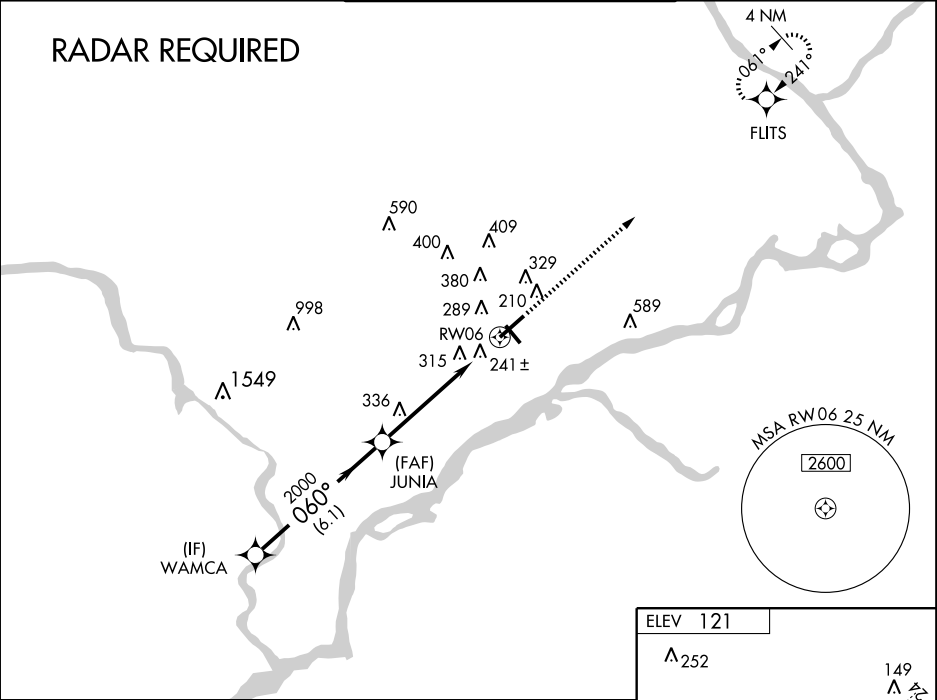
RNAV (GPS) RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

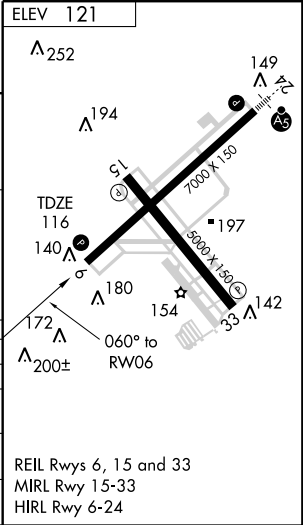
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25
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	WAMCA		JUNIA		2100	FLITS
	2000 — 060° —→		2000 ↘ 060° ↘		↑	✧
GS 3.00° TCH 57					* 1.4 NM to RW06	
	6.1 NM		4.3 NM		* LNAV only	
CATEGORY	A	B	C	D		
LPV DA	490-1¼		374 (400-1¼)			
LNAV/VNAV DA	540-1½		424 (500-1½)			
LNAV MDA	600-1	484 (500-1)	600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)		
CIRCLING	640-1	519 (600-1)	640-1½ 519 (600-1½)	700-2 579 (600-2)		



APP CRS	Rwy Idg	5000
153°	TDZE	121
	Apt Elev	121

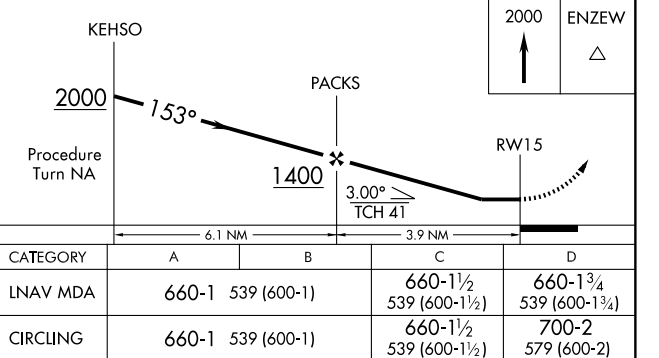
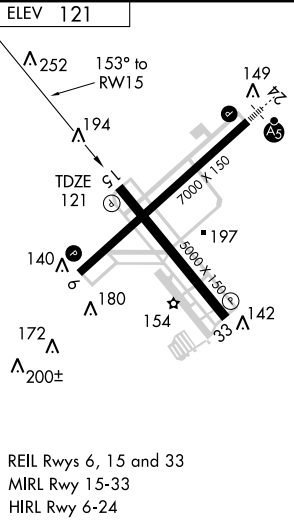
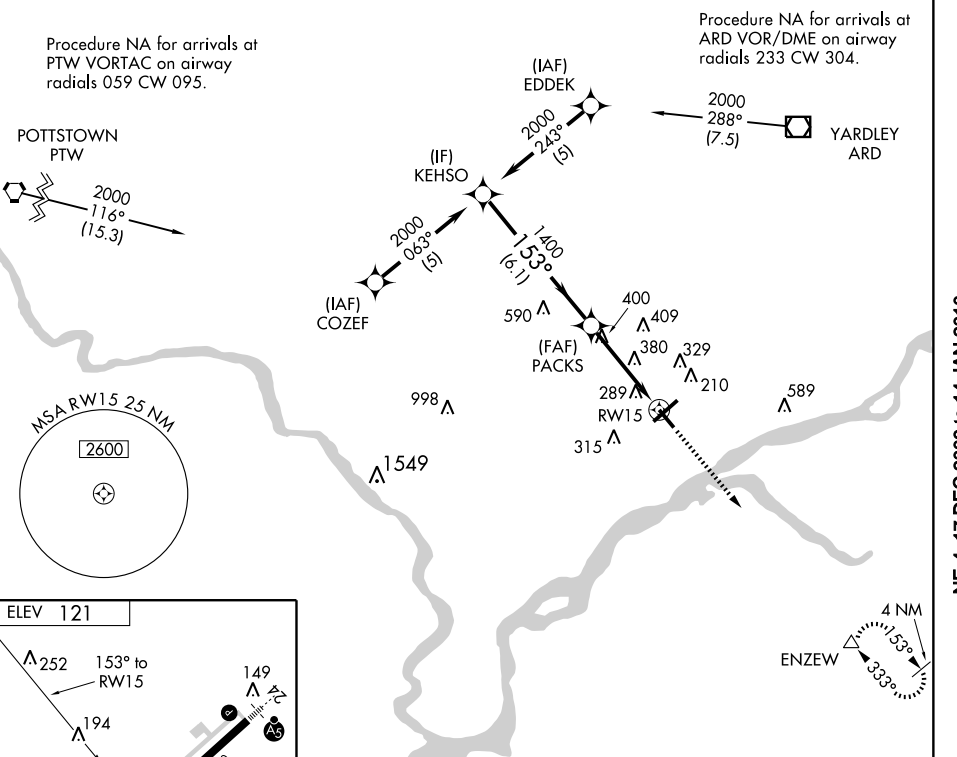
⚠

⚠

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia
Init altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA
at night. When VGSI inop, Circling Rwy 33 NA at night.

MISSED APPROACH: Climb to
2000 direct ENZEW and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25
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NE-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 45504 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	7000 116 121
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RNAV (GPS) RWY 24

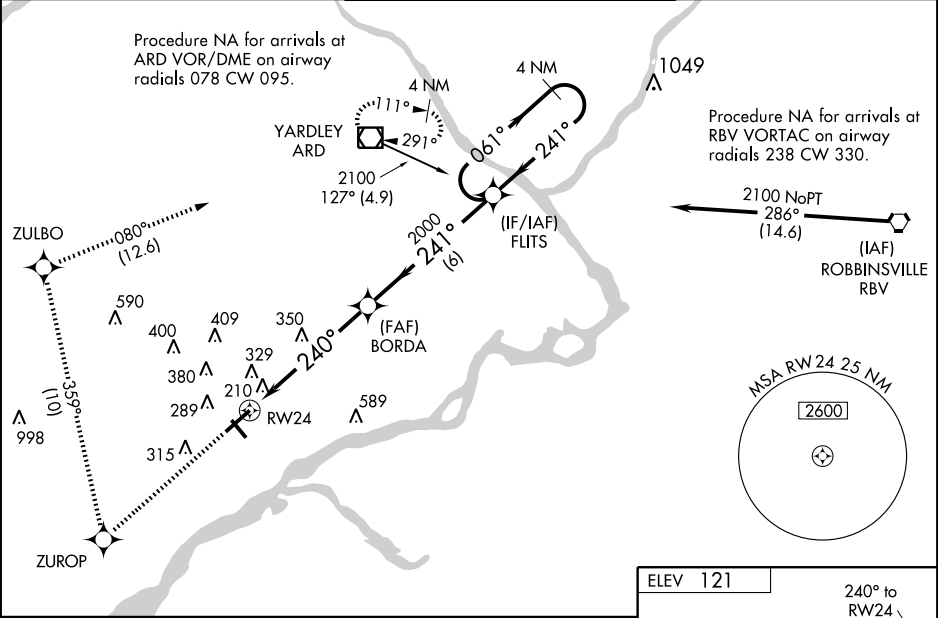
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALS when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼. For inoperative MALS, increase LPV visibility all Cats to 1.

MALS

MISSED APPROACH:
Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25
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3000 ↑

ZUROP

TRK 359°

ZULBO

TRK 080°

ARD

4 NM Holding Pattern

* LNAV only

BORDA

FLITS

240°

241°

061°

2100

2000

GS 3.00° TCH 53

* 1.4 NM to RW24

RW24

1.4

4.3 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	430-1½		314 (400-½)	
LNAV/VNAV DA	620-1¼		504 (500-1¼)	
LNAV MDA	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-½)	700-2 579 (600-2)

ELEV 121

240° to RW24

Λ 252

Λ 194

Λ 149

Λ 140

Λ 180

Λ 172

Λ 200±

Λ 154

Λ 142

Λ 197

Λ 133

7000 X 150

5000 X 150

TDZE 116

REIL Rws 6, 15 and 33

MIRL Rwy 15-33

HIRL Rwy 6-24

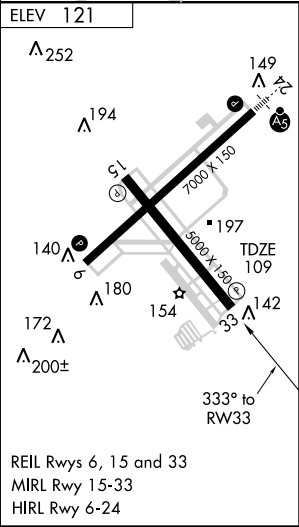
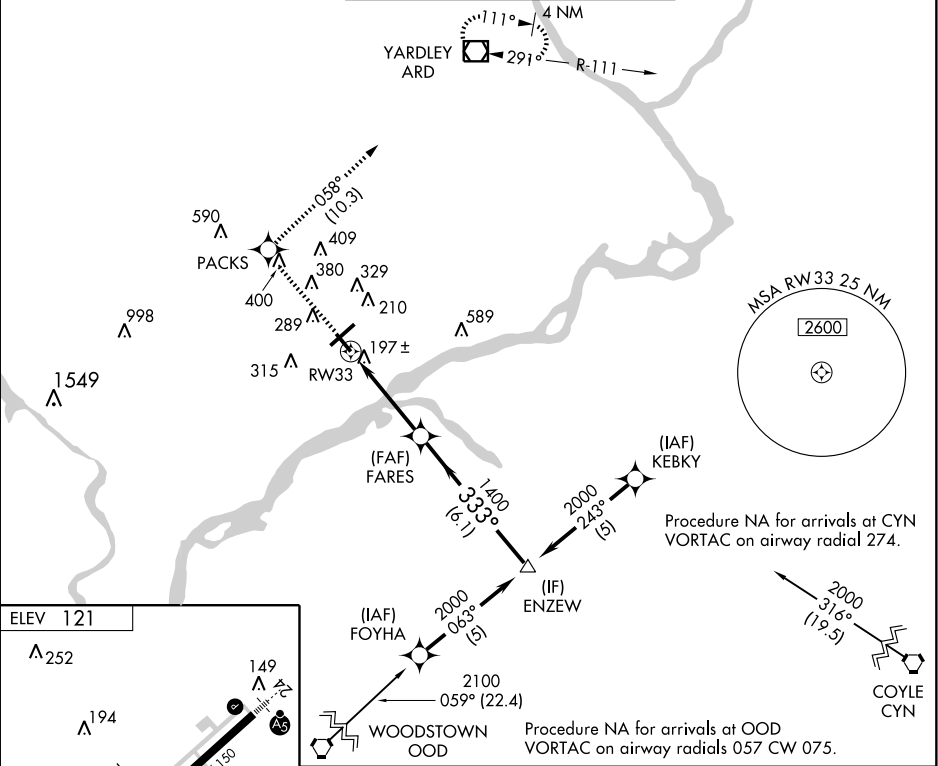
▼

▲

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25
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2000	PACKS	TRK 058°	ARD	FARES	ENZEW	2000
RW33		≤ 3.00° TCH 39		333°		Procedure Turn NA
3.9 NM		6.1 NM				
CATEGORY	A	B	C	D		
LNAV MDA	480-1 371 (400-1)				480-1¼ 371 (400-1¼)	
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)		700-2 579 (600-2)	

VOR RWY 6

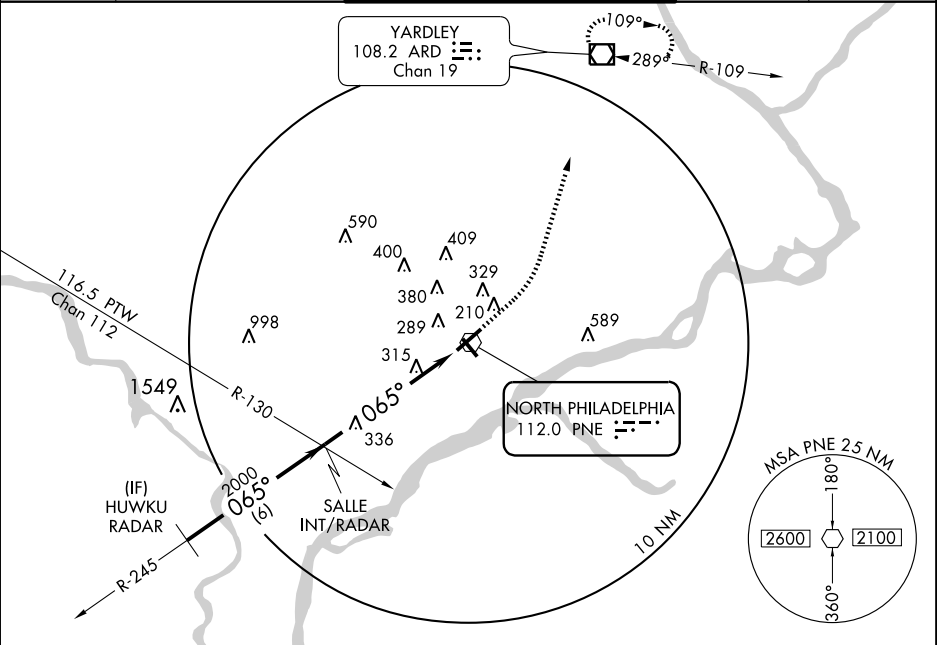
VOR PNE	APP CRS	Rwy Idg	7000
112.0	065°	TDZE	111
		Apt Elev	121

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

- ▼** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.

▲ When VGSI inop, Circling Rwy 15, 33 NA at night.
- MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 0 278.8	121.7	127.25



CATEGORY		A	B	C	D
S-6		600-1	484 (500-1)	600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING		640-1	519 (600-1)	640-1½ 519 (600-1½)	700-2 579 (600-2)

ELEV 121

▲ 252

▲ 194

▲ 149

▲ 142

▲ 172

▲ 140

▲ 180

▲ 154

▲ 197

▲ 170

▲ 130

▲ 120

▲ 110

▲ 100

▲ 90

▲ 80

▲ 70

▲ 60

▲ 50

▲ 40

▲ 30

▲ 20

▲ 10

▲ 0

REIL Rwy 6, 15 and 33

MIRL Rwy 15-33

HIRL Rwy 6-24

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

VOR PNE	APP CRS	Rwy Idg	7000
112.0	235°	TDZE	116
		Apt Elev	121

VOR RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

T When local altimeter setting not received, use Philadelphia Intl
A altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D
visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALS

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS
121.15

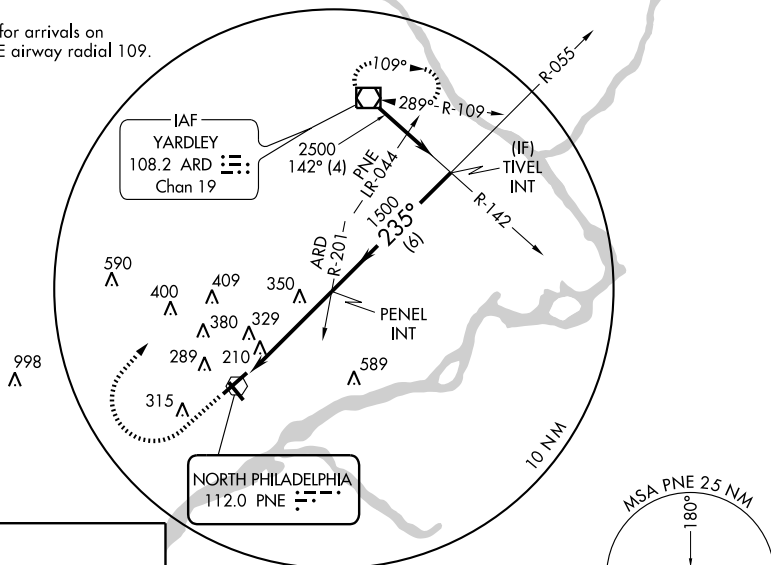
PHILADELPHIA APP CON
123.8 291.7

NORTHEAST PHILADELPHIA TOWER ★
126.9 (CTAF) **Q** 278.8

GND CON
121.7

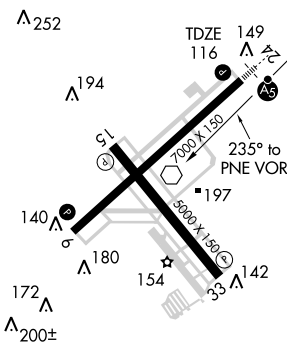
CLNC DEL
127.25

Procedure NA for arrivals on
ARD VOR/DME airway radial 109.



NE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 121



800

300

ARD



1000

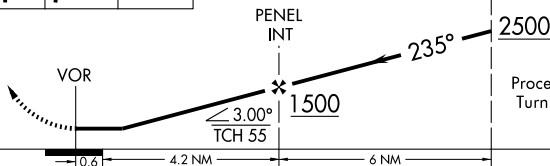
PENE

TIVE

T

Procedure

Turn NA



CATEGORY	A	B	C	D
S-24	600- $\frac{1}{2}$	484 (500- $\frac{1}{2}$)	600- $\frac{3}{4}$ 484 (500- $\frac{3}{4}$)	600-1 484 (500-1)
CIRCLING	640-1	519 (600-1)	640- $\frac{1}{2}$ 519 (600- $\frac{1}{2}$)	700-2 579 (600-2)

REIL Rwy 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

LOM PS	APP CRS	Rwy Idg	5711
<u>275</u>	166°	TDZE	1948
		Apt Elev	1948

NDB RWY 16

PHILIPSBURG / MID-STATE (PSB)



Use University Park altimeter setting; when not received, procedure not authorized.
Inoperative table does not apply to S-16 Cats A and B.

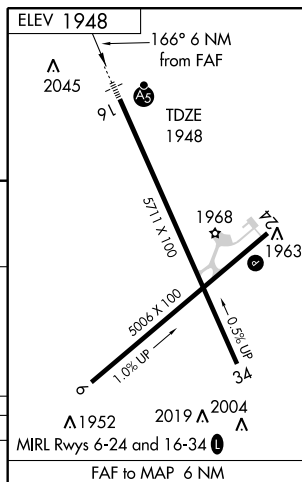
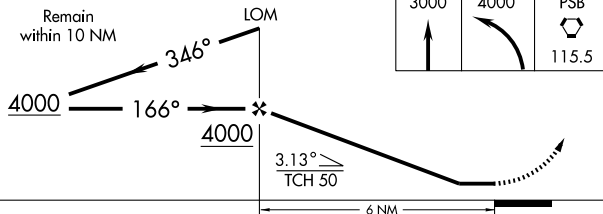
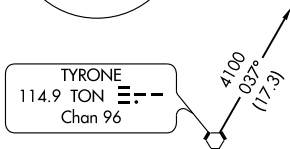
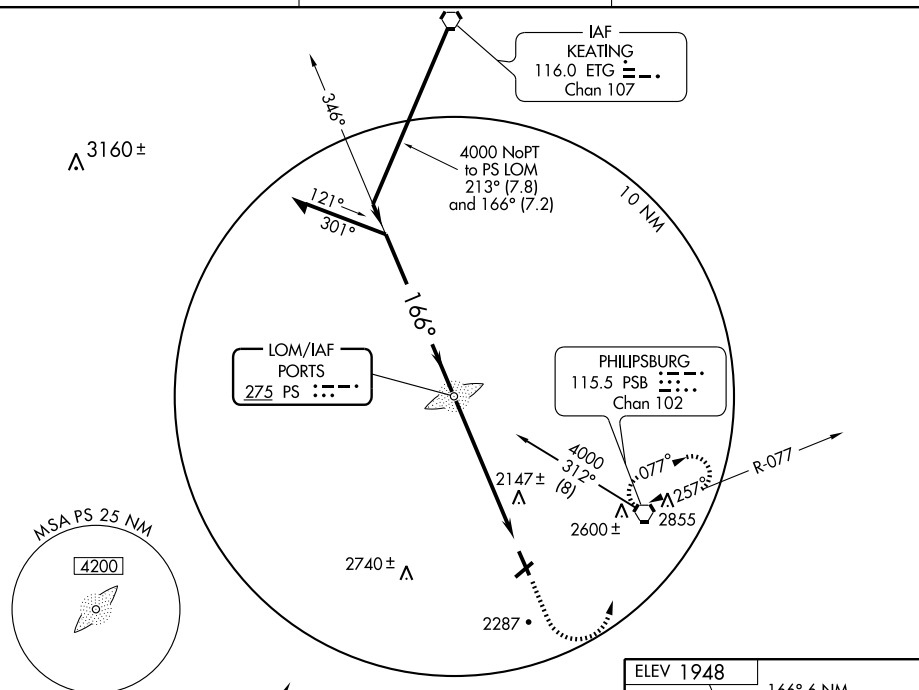


MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.



AWOS-3
127.525

NEW YORK CENTER
134.8 338.3

CTAF
122.9 

VOR RWY 24

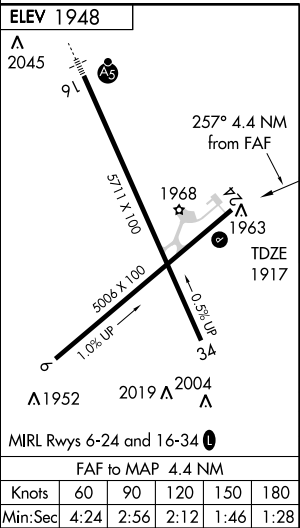
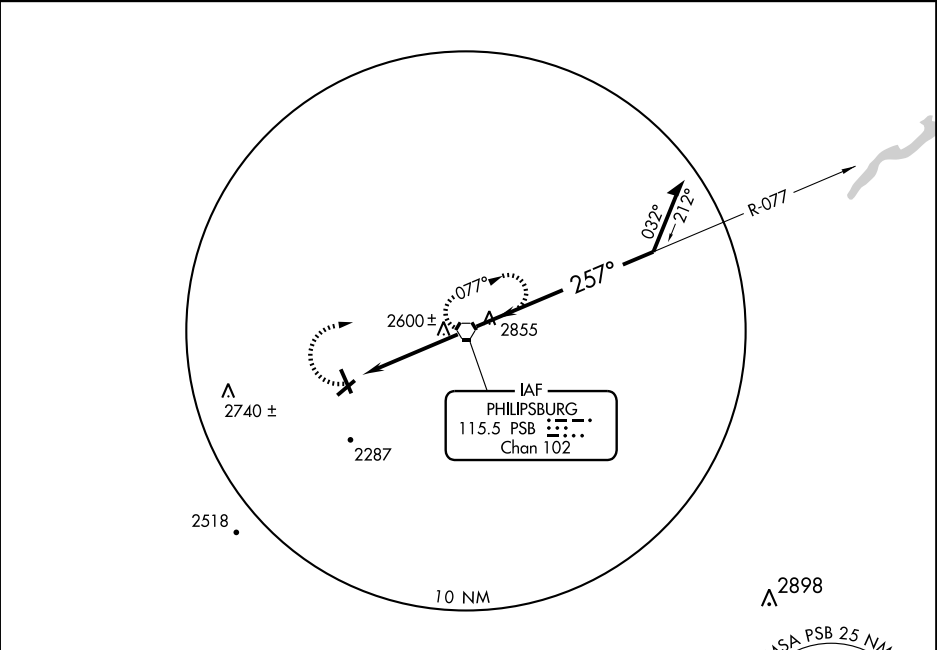
PHILIPSBURG/MID-STATE (PSB)



VORTAC PSB	APP CRS	Rwy Idg	5006
115.5	257°	TDZE	1917
Chan 102		Apt Elev	1948

Use University Park altimeter setting; when not received, procedure not authorized.
Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 0



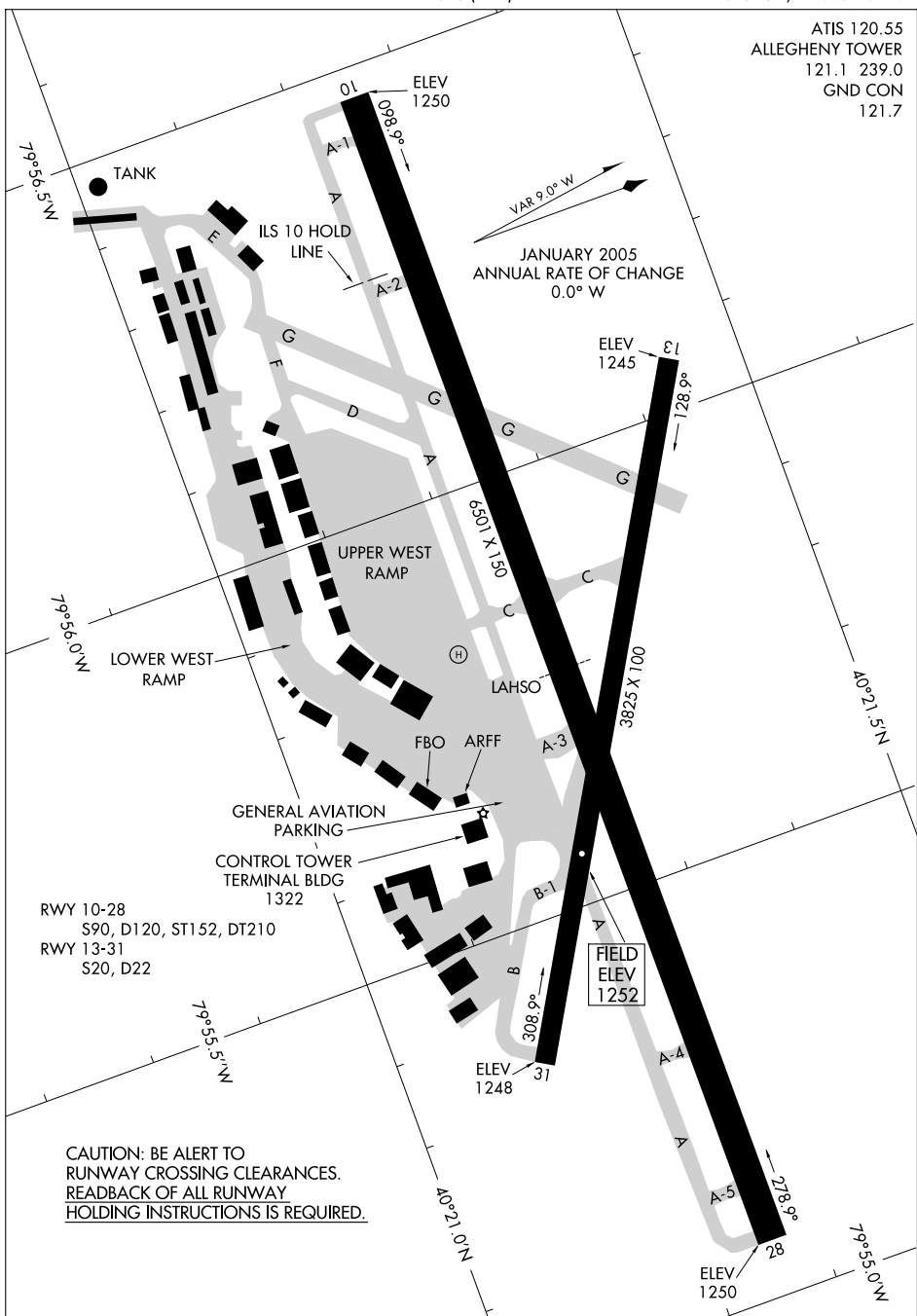
	<div>PSB</div> <div></div> <div>115.5</div>				
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AIRPORT DIAGRAM

AL-326 (FAA)

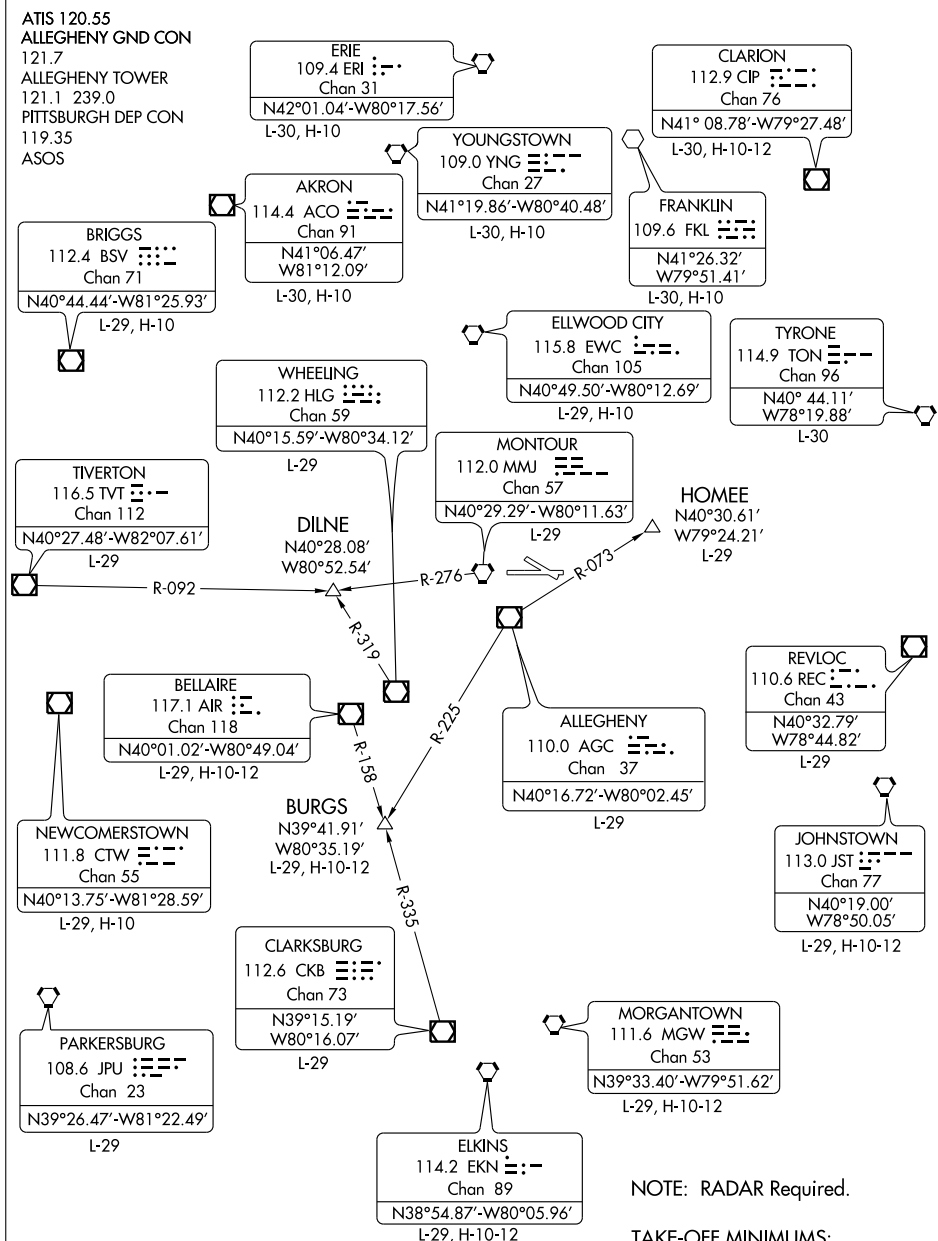
PITTSBURGH / ALLEGHENY COUNTY (AGC)
PITTSBURGH, PENNSYLVANIA

ATIS 120.55
ALLEGHENY TOWER
121.1 239.0
GND CON
121.7



NE-4, 17 DEC 2009 to 14 JAN 2010

ALLEGHENY FIVE DEPARTURE





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .

TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix.

All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91' from DER, 492' right of centerline, 15' AGL/1254' MSL.

Tree 3783' from DER, 713' left of centerline, 69' AGL/1352' MSL.

Rwy 13, Vehicle 73' from DER, 412' right of centerline, 15' AGL/1254' MSL.

Trees beginning 385' from DER, 120' right of centerline,
up to 40' AGL/1268' MSL.

Rwy 31, Pole 265' from DER, 298' right of centerline, 49' AGL/1263' MSL.

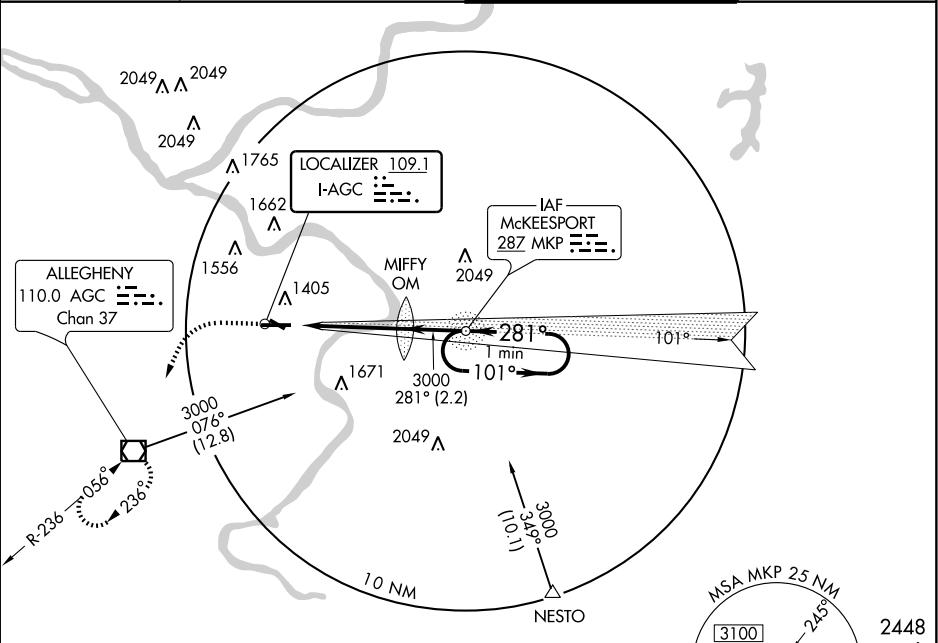
LOC I-AGC	APP CRS	Rwy Idg	6501
109.1	281°	TDZE	1251
		Apt Elev	1252

ILS or LOC RWY 28

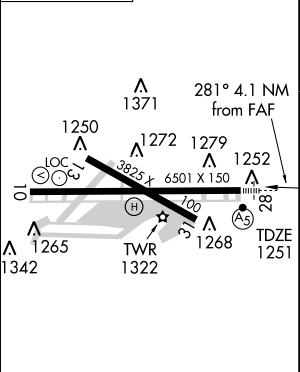
PITTSBURGH / ALLEGHENY COUNTY (AGC)

✦ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.
--	-----------	--

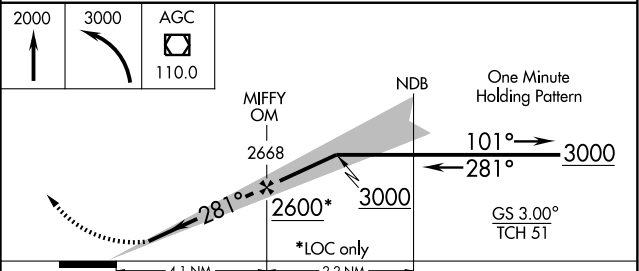
ATIS 120.55	PITTSBURGH APP CON 119.35 285.57	ALLEGHENY TOWER 121.1 239.0	GND CON 121.7
----------------	-------------------------------------	--------------------------------	------------------



ELEV 1252



ADF REQUIRED



REIL Rwy 10, 13, and 31
HIRL Rwy 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22
CIRCLING	1740-1 488 (500-1)				

CATEGORY	A	B	C	D
S-ILS 28	**1451/24 200 (200-½)			
S-LOC 28	1660/24	409 (500-½)	1660/40	409 (500-¾)
CIRCLING	1740-1	488 (500-1)	1740-1½ 488 (500-1½)	1820-2 568 (600-2)

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

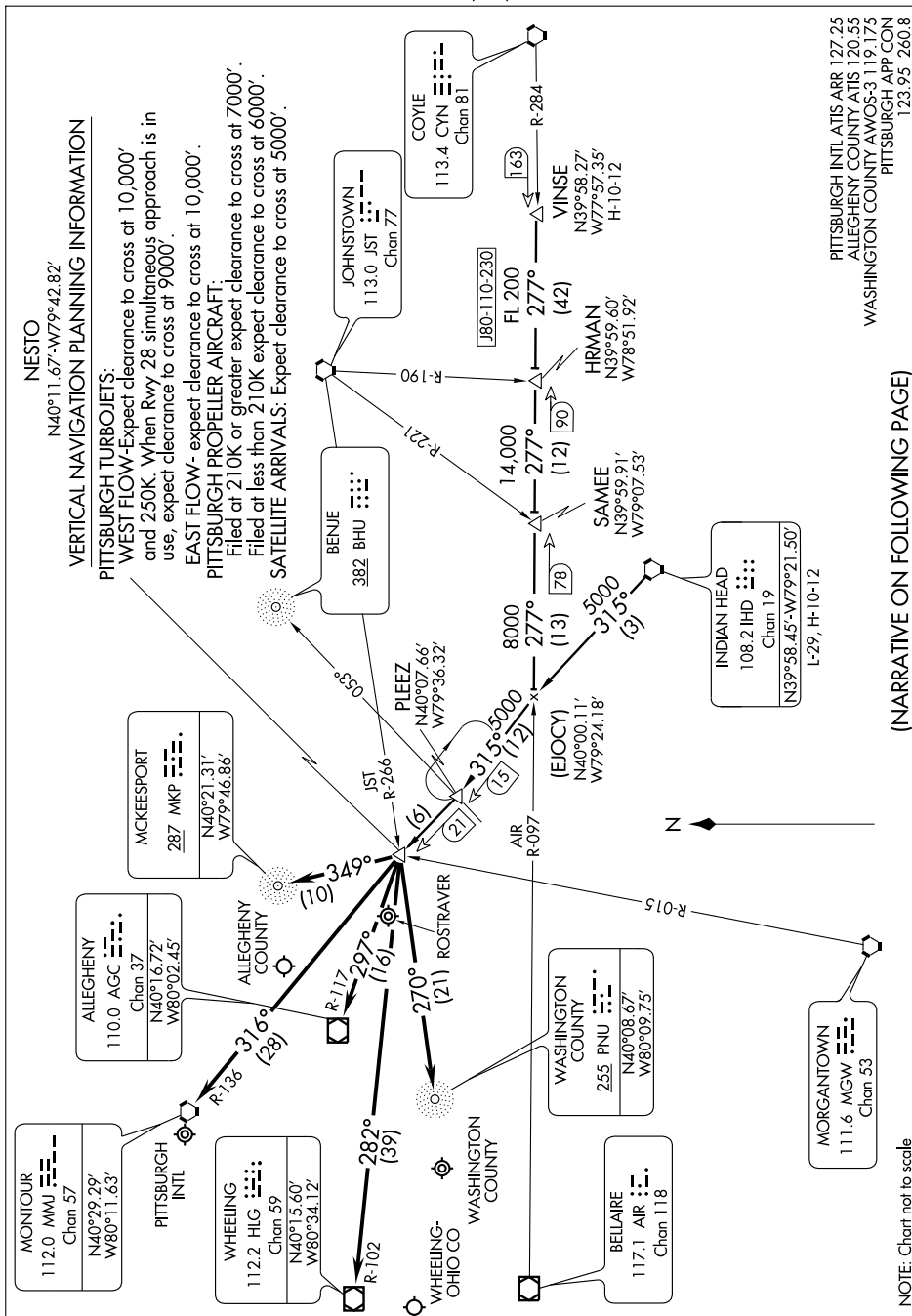
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at 6000'

ANTENNA ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

WAAS CH 97325 W10A	APP CRS 099°	Rwy ldg TDZE Apt Elev	6501 1251 1252
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

PITTSBURGH / ALLEGHENY COUNTY (AGC)

▼ Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

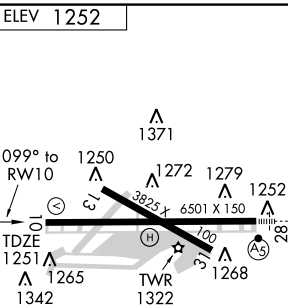
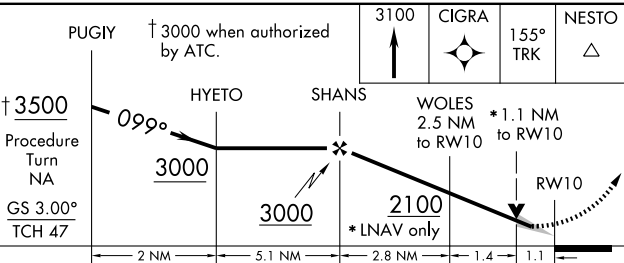
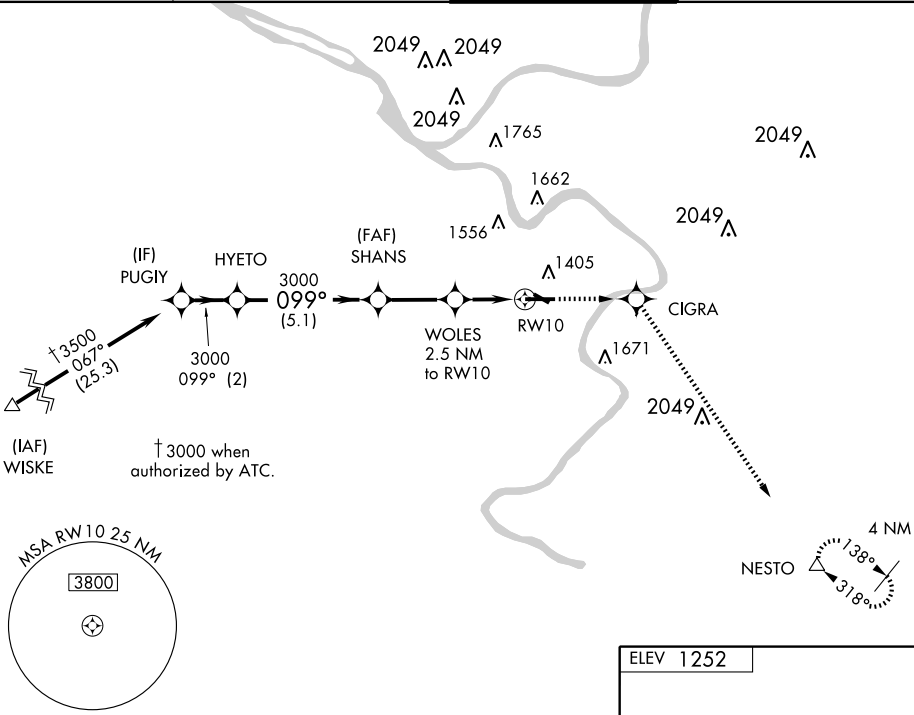
MISSED APPROACH: Climb to 3100 direct CIGRA
and via 155° track to NESTO and hold.

ATIS
120.55

PITTSBURGH APP CON
119.35 285.57

ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



CATEGORY	A	B	C	D
LPV DA	1501-3/4	250 (300-3/4)		
RNAV/ VNAV DA	1642-1 1/4	391 (400-1 1/4)		
RNAV MDA	1660-1 409 (500-1)	1660-1 1/4 409 (500-1 1/4)		
CIRCLING	1740-1 1/4 488 (500-1 1/4)	1740-1 1/2 488 (500-1 1/2)	1820-2 568 (600-2)	

REIL Rwy 10, 13, and 31
HIRL Rwy 10-28 and 13-31

WAAS CH 65625 W28A	APP CRS 279°	Rwy Idg 6501 TDZE 1251 Apt Elev 1252
--	------------------------	---

RNAV (GPS) RWY 28

PITTSBURGH / ALLEGHENY COUNTY (AGC)

Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

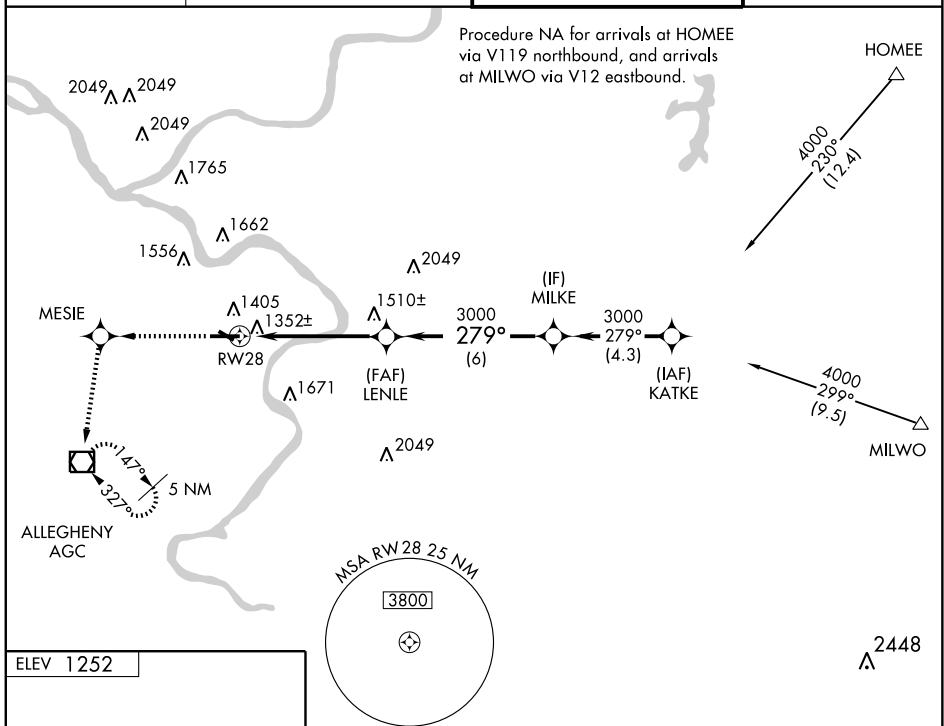
MISSED APPROACH: Climb to 3000
direct MESIE and via 197° track to
AGC VOR/DME and hold.

ATIS
120.55

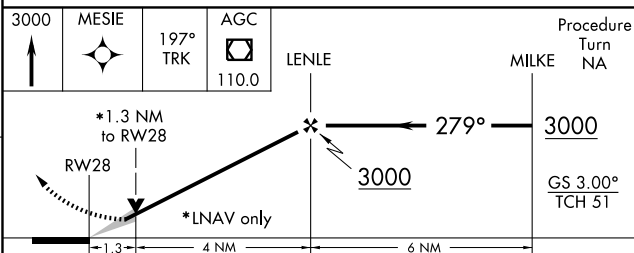
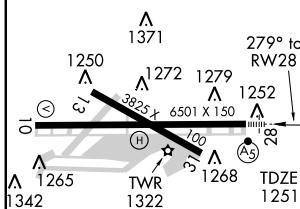
PITTSBURGH APP CON
119.35 285.57

ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



ELEV 1252



CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/ VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)		1700/40 449 (500-¾)	1700/50 449 (500-1)
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwy 10, 13, and 31

H|RL Rwys 10-28 and 13-31

VOR/DME AGC 110.0 Chan 37	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 1252
---	------------------------	---

VOR-A
PITTSBURGH / ALLEGHENY COUNTY (AGC)

T If local altimeter setting not received, use Pittsburgh Intl
A altimeter setting and increase all MDAs 60 feet.

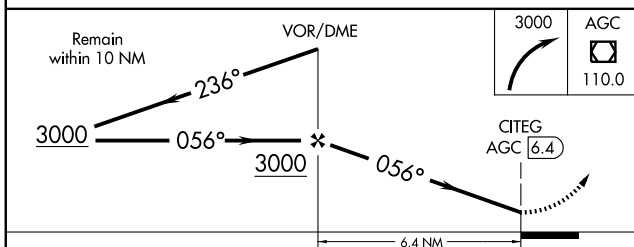
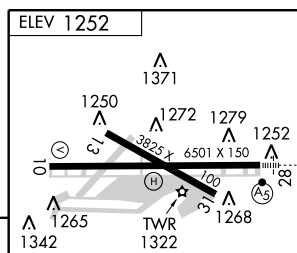
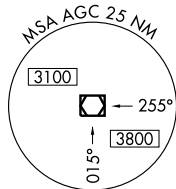
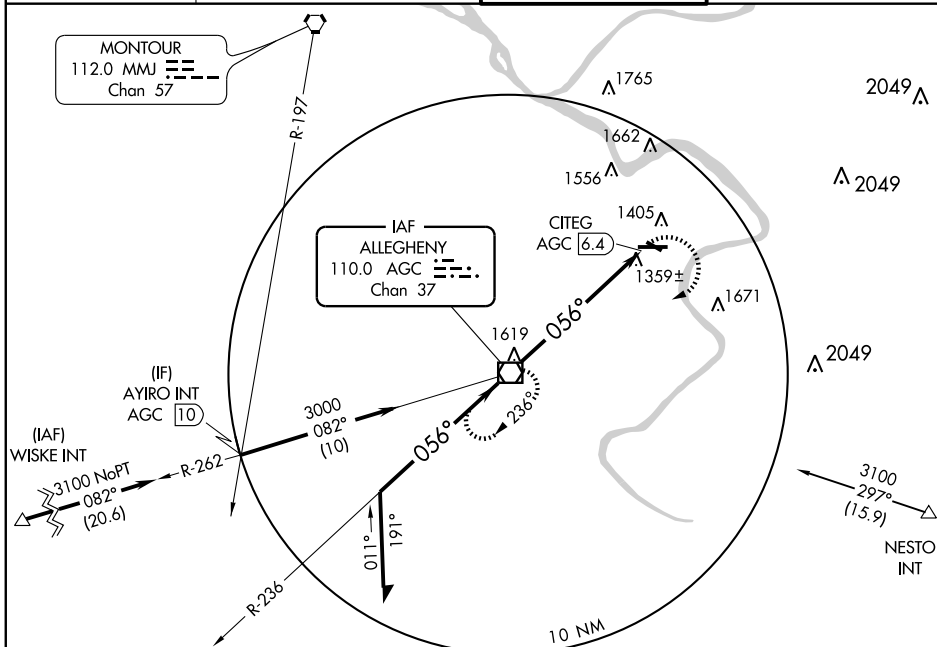
MISSED APPROACH: Climbing right turn to 3000
direct AGC VOR/DME and hold.

ATIS
120.55

PITTSBURGH APP CON
119.35 285.57

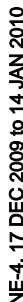
ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

CATEGORY	A	B	C	D	FAF to MAP 6.4 NM					
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	6:24	4:16	3:12	2:34	2:08



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

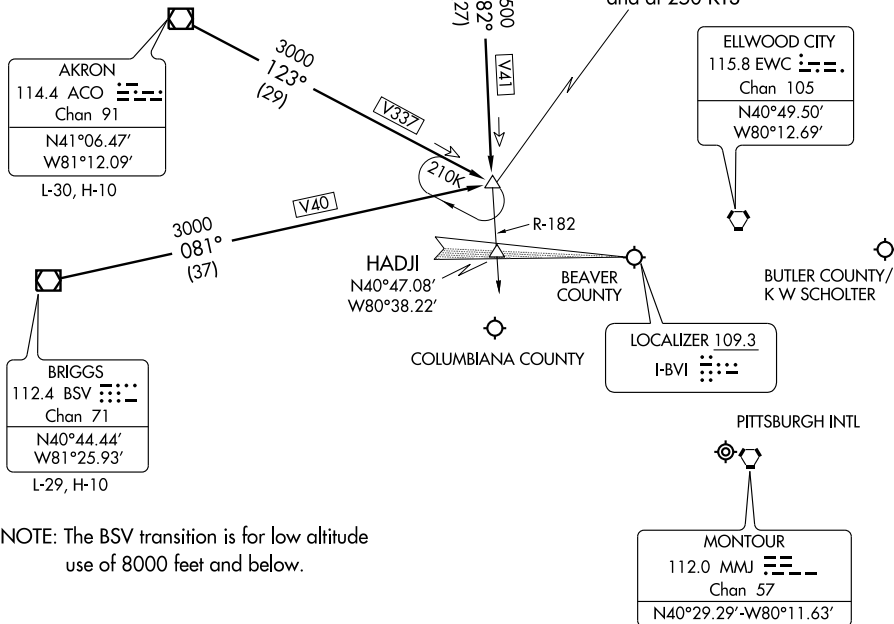
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude
use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123
to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081
to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via
YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

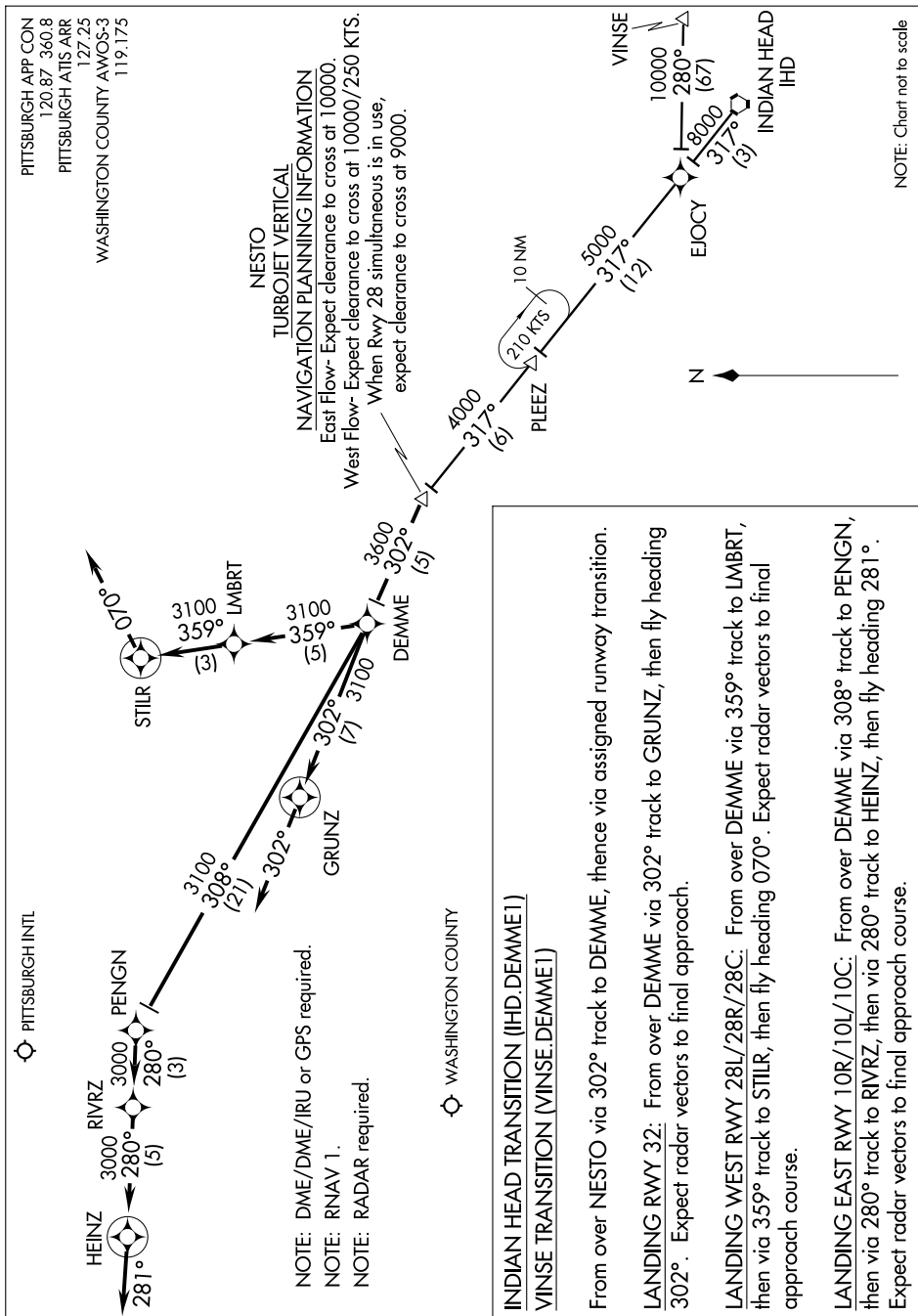
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

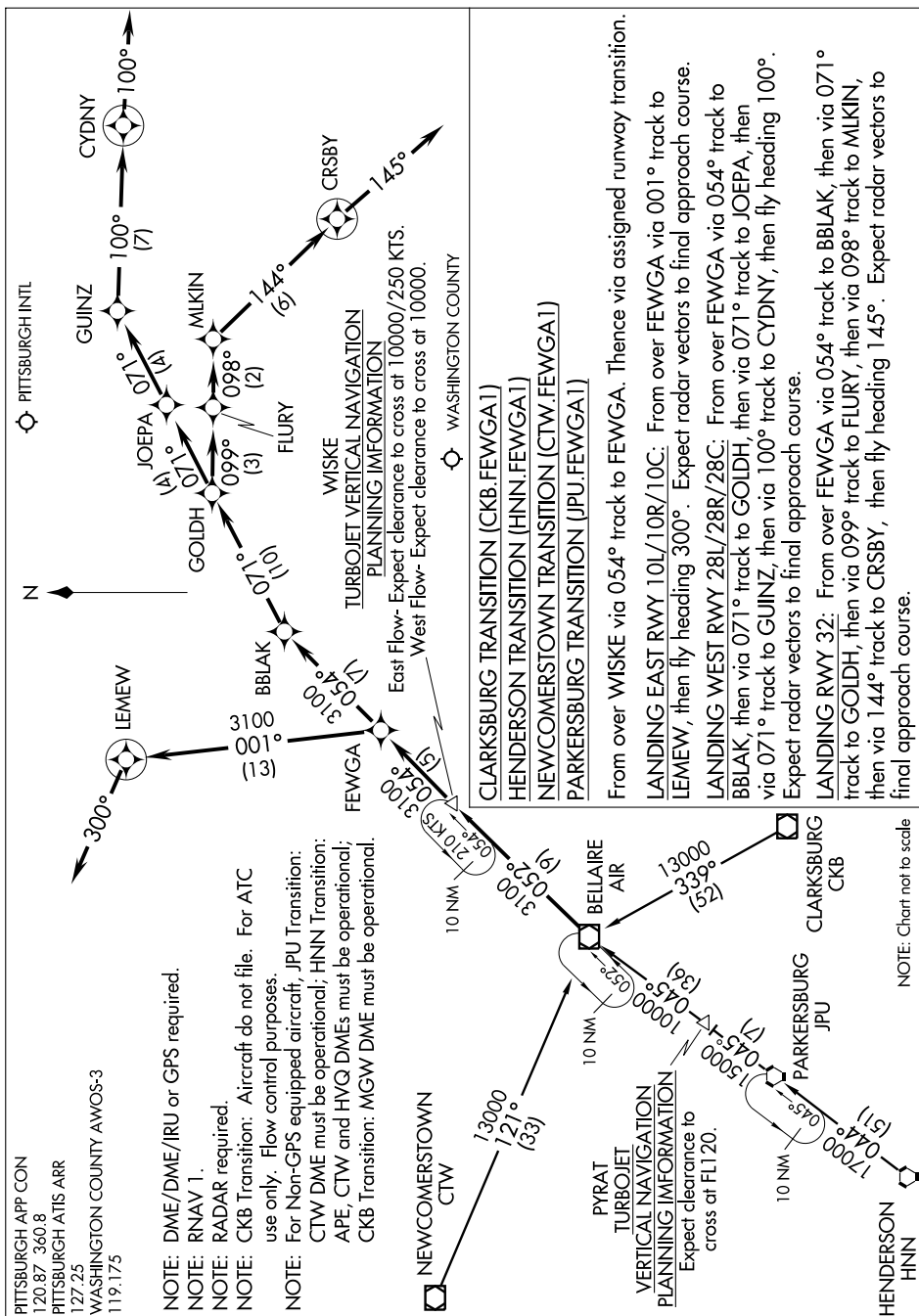
DEMME ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



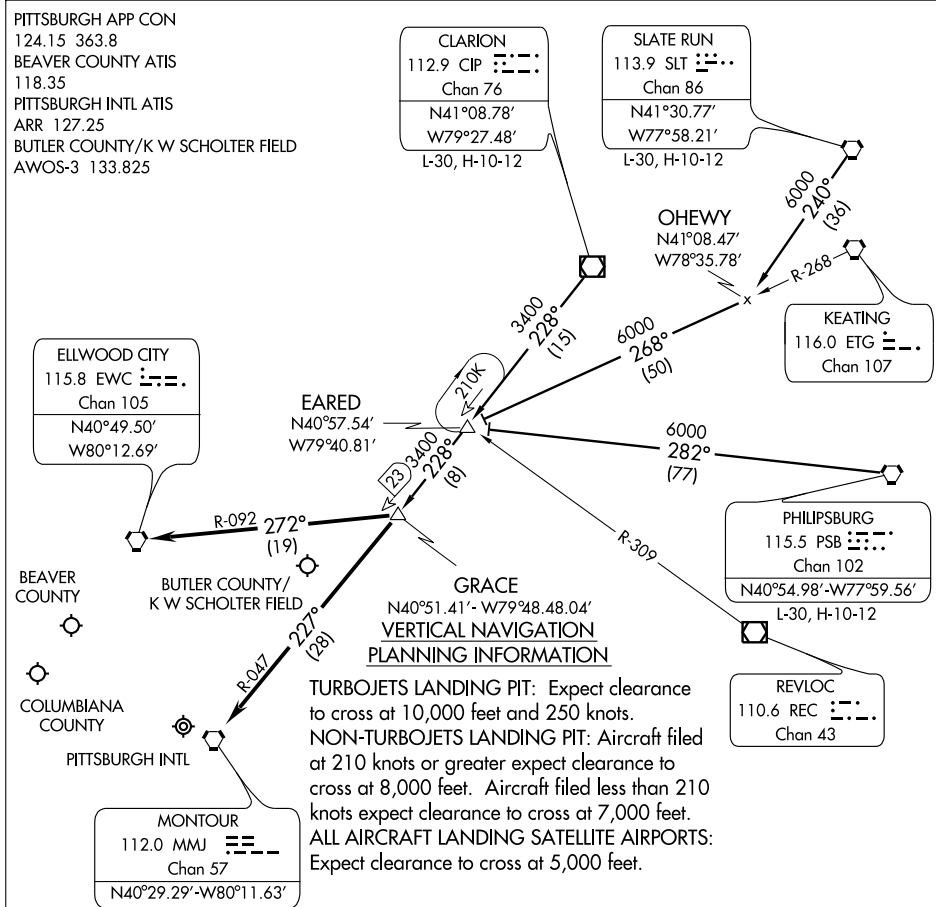
FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

LOC I-GUT	APP CRS	Rwy Idg	10R 11500	10C 9709
<u>108.9</u>	100°	TDZE	1135	1139
		Apt Elev	1204	1204

ILS or LOC RWY 10R

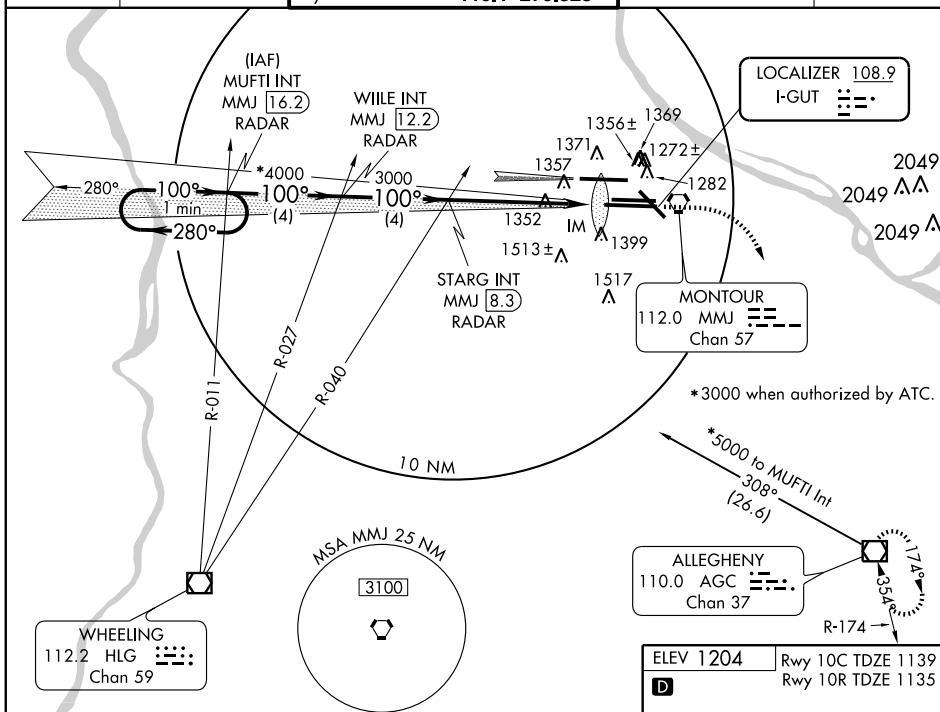
PITTSBURGH INTL (PIT)

T Simultaneous approach authorized with Rwy 10L.



MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER				GND CON			
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3	291.7	SOUTH	121.9	348.6	CLNC DEL
			Rwys 10C-28C, 14-32	135.025	270.325				
DEP	135.9		Rwy 10R-28L	119.1	270.325	NORTH	127.8	348.6	126.75 353.7



NE-4. 17 DEC 2009 to 14 JAN 2010

One Minute Holding Pattern

MUFTI INT
MMJ 16.2

WILE INT
MMJ 12.2
RADAR

STARG INT
MMJ 8.3

1900

5000

AGC

5000
GS 3.00°
TCH 51

← 280°
100° →
* 5000 * 4000

5000 *

1000

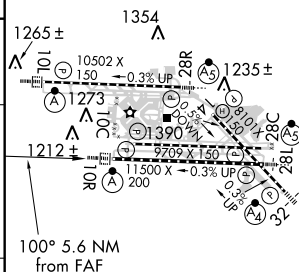
IM

*3000 when authorized by ATC.

	← 4 NM →		← 4 NM →		← 5.4 NM →		0.2
CATEGORY	A		B		C		D
S-ILS 10R	1335/18				200 (200-½)		
S-LOC 10R	1620/24		485 (500-½)		1620/40 485 (500-¾)		1620/50 485 (500-1)
CIRCLING	1700-1		496 (500-1)		1700-1½ 496 (500-1½)		1760-2 556 (600-2)
SIDESTEP 10C	1620/50		481 (500-1)		1620-1½ 481 (500-1½)		1620-2 481 (500-2)

ELEV 1204	Rwy 10C TDZE 1139
D	Rwy 10R TDZE 1135

1265+ 1354



100° 5.6 NM
from FAF



REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32

FAF to MAP 5.6 NM

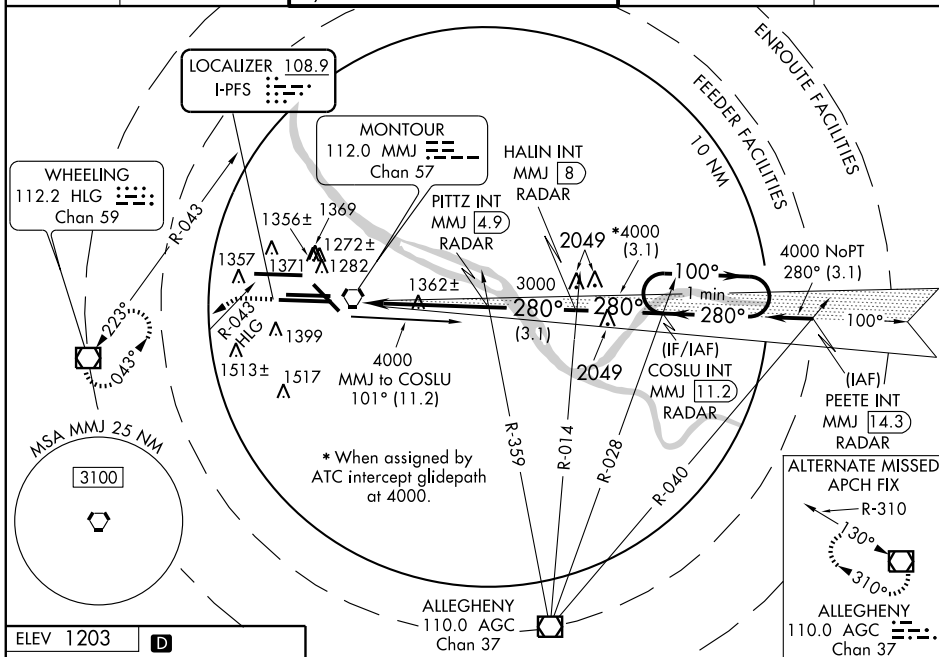
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

LOC I-PFS	APP CRS	Rwy Idg	28L 11500	28C 9709
<u>108.9</u>	280°	TDZE	1125	1134
		Apt Elev	1203	1203

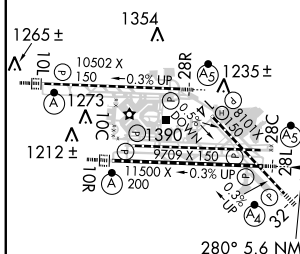
ILS or LOC RWY 28L
PITTSBURGH INTL (PIT)

-  Simultaneous approach authorized with Rwy 28R. For
 Inoperative MALSR, increase S-ILS 28L Cat E visibility to
 RVR 4000 and increase S-LOC 28L Cat E visibility to 1/4.

ATIS		PITTSBURGH TOWER			GND CON		CLNC DEL	
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7	
DEP	135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6		
			Rwy 10R-28L	119.1 270.325				



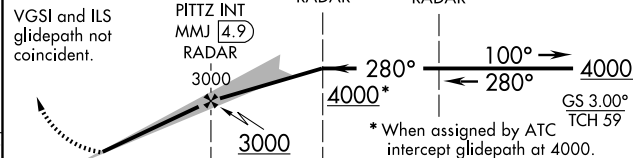
ELEV 1203	D
Rwy 28L TDZE 1125	
Rwy 28C TDZE 1134	



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

4000	HGD 280°	HLG R-043 112.2	HLG  112.2	HALIN INT MMJ <u>8</u> RADAR	COSLU INT MMJ <u>11.2</u> RADAR	One Minute Holding Pattern
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	5.6 NM		3.1 NM		3.1 NM			
CATEGORY	A		B		C		D	E
S-ILS 28L	1325/18 200 (200-½)						1325/24 200 (200-½)	
S-LOC 28L	1620/24	495 (500-½)	1620/40 495 (500-¾)		1620/50 495 (500-1)	1620/60 495 (500-1¼)		
SIDESTEP 28C	1620-1	486 (500-1)	1620-1½ 486 (500-1½)		1620-2 486 (500-2)	1620-2¼ 486 (500-2¼)		
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)		1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)		

ILS or LOC RWY 28R

PITTSBURGH INTL (PIT)

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

▼ For inoperative MALSRS, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000.
 ▲ Simultaneous approach authorized with Rwy 28L.
 Radar Required for LOC minimums.

MALSR



MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold.
 (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25		Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	126.75 353.7
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

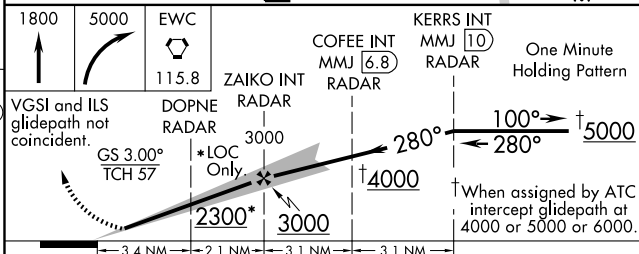
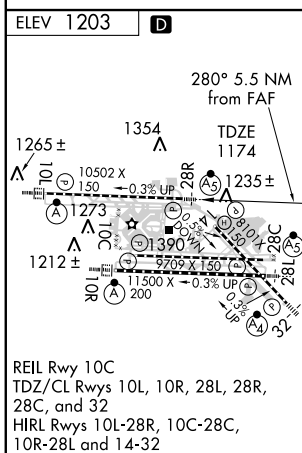
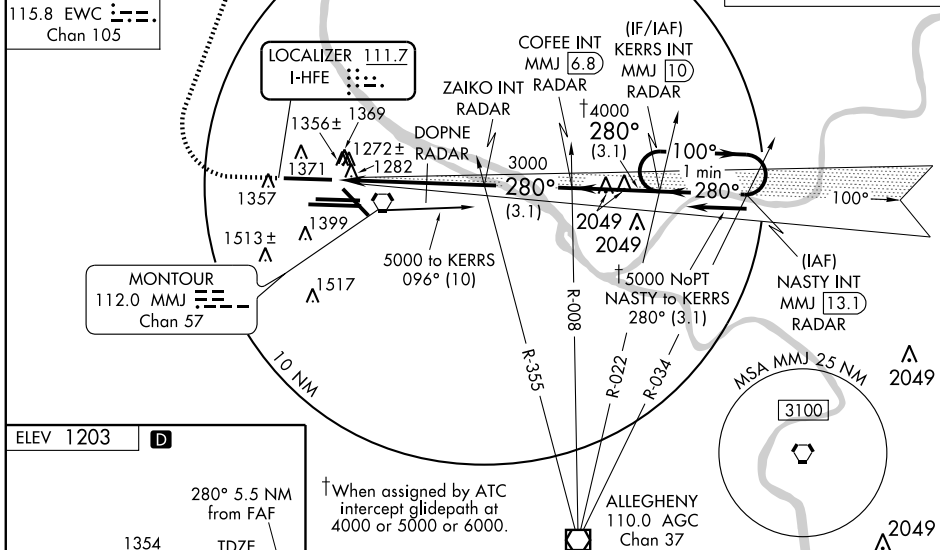
R-002

ELLWOOD CITY
115.8 EWC Chan 105

TACAN MISSED APCH FIX

HAXIT
EWC 5

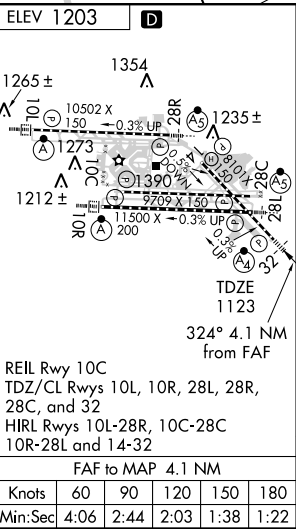
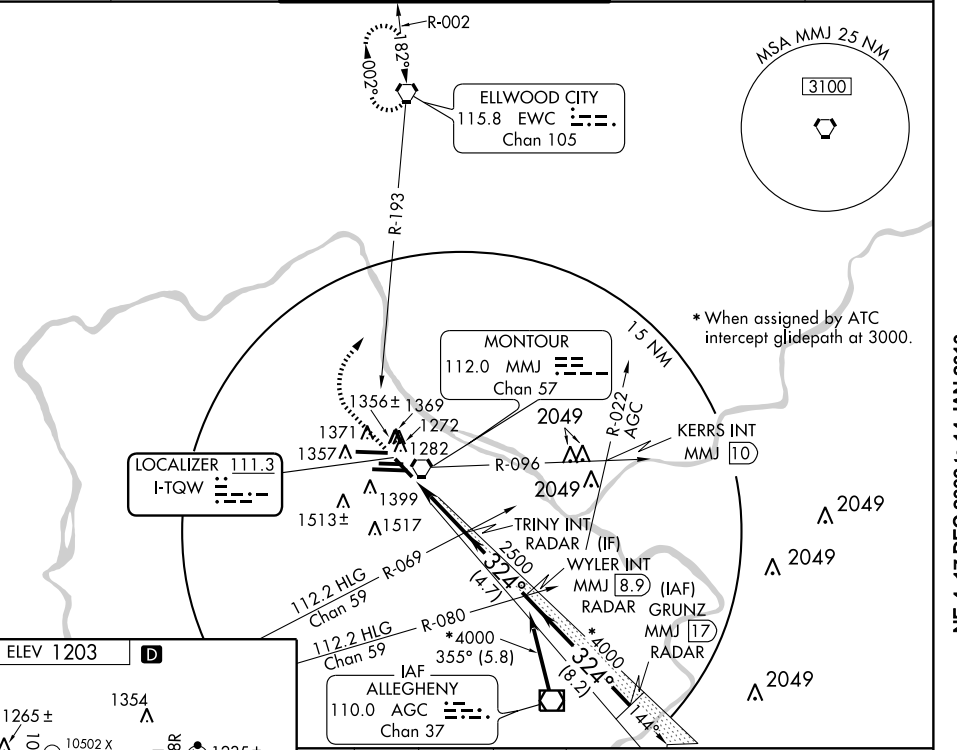
ELLWOOD CITY
115.8 EWC Chan 105



CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18 200 (200-½)				1374/24 200 (200-½)
S-LOC 28R	1540/24 366 (400-½)				1540/40 366 (400-¾)
CIRCLING	1700-1 497 (500-1)	1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2½ 657 (700-2½)	

LOC I-TQW	APP CRS	Rwy Idg	8101
111.3	324°	TDZE	1123
		Apt Elev	1203

Inoperative table does not apply to S-LOC 32 Cat C.		MALS	MISSED APPROACH: Climb to 4000 via heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold.	
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25		Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



4000	HDG 324°	EWC R-193 115.8	EWC 115.8	GRUNZ MMJ 17	Procedure Turn NA
VGSI and ILS glidepath not coincident.					
*When assigned by ATC intercept glidepath at 3000.					
CATEGORY	A	B	C	D	
S-ILS 32	1323/40 200 (200-¾)				
S-LOC 32	1600/40	477 (500-¾)	1600/60 477 (500-1¼)	1600-1½ 477 (500-1½)	
CIRCLING	1700-1	497 (500-1)	1700-1½ 497 (500-1½)	1760-2 557 (600-2)	

ILS RWY 10L
PITTSBURGH INTL (PIT)

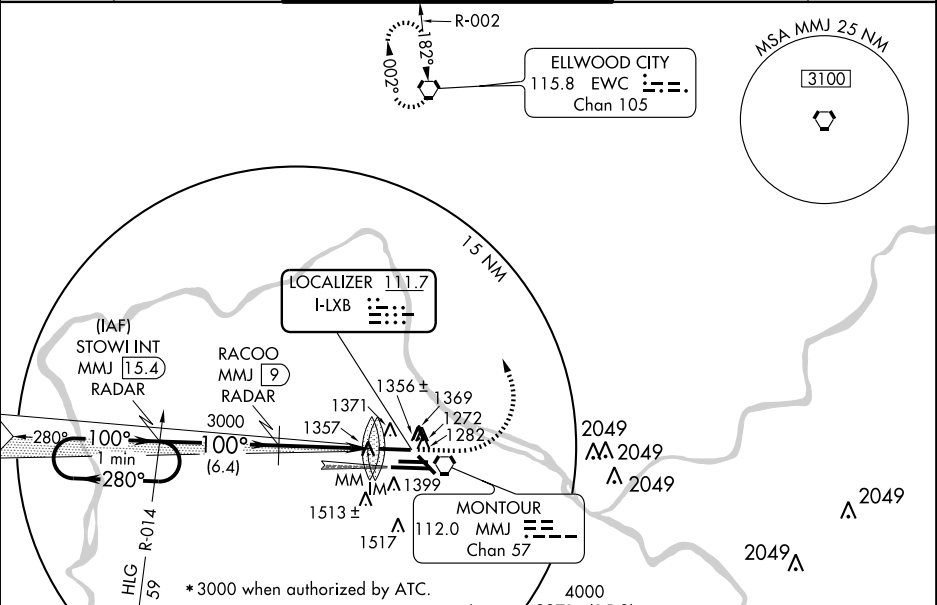
LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold.
(TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25		Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



One Minute Holding Pattern STOWI INT MMJ 15.4 RADAR

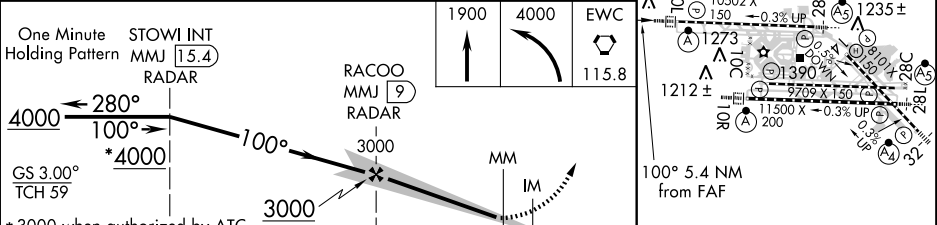
ALLEGHENY 110.0 AGC Chan 37

NESTO

ELEV 1204

1900 4000 EWC 115.8

1265 ± TDZE 1354 10502 X 150 -0.3% UP 1235 ± 1212 ± 1390 ± 11500 X -0.3% UP 200



CATEGORY	A	B	C	D	E
S-ILS 10L	1404/18 200 (200-½)				1404/24 200 (200-½)
S-LOC 10L	1580/24 376 (400-½)		1580/40 376 (400-¾)		
CIRCLING	1700-1 496 (500-1)	1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)	
FAF to MAP 5.4 NM					
REIL Rwy 10C TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32					
Knots 60 90 120 150 180 Min:Sec 5:24 3:36 2:42 2:10 1:48					

LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

▼

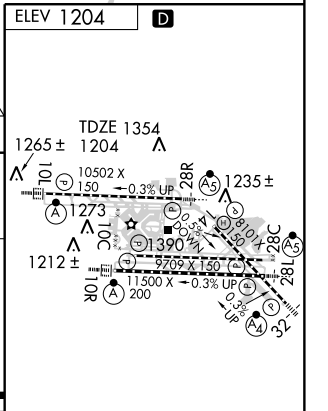
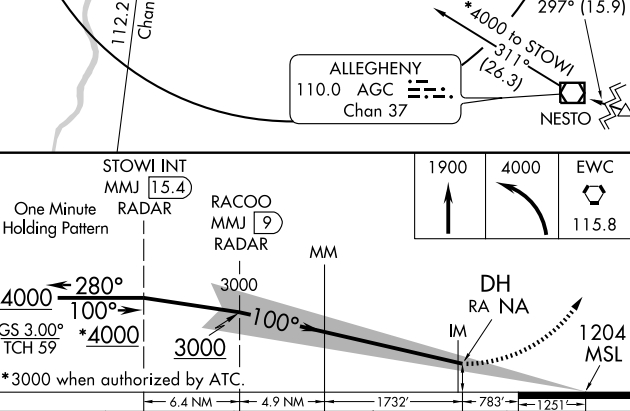
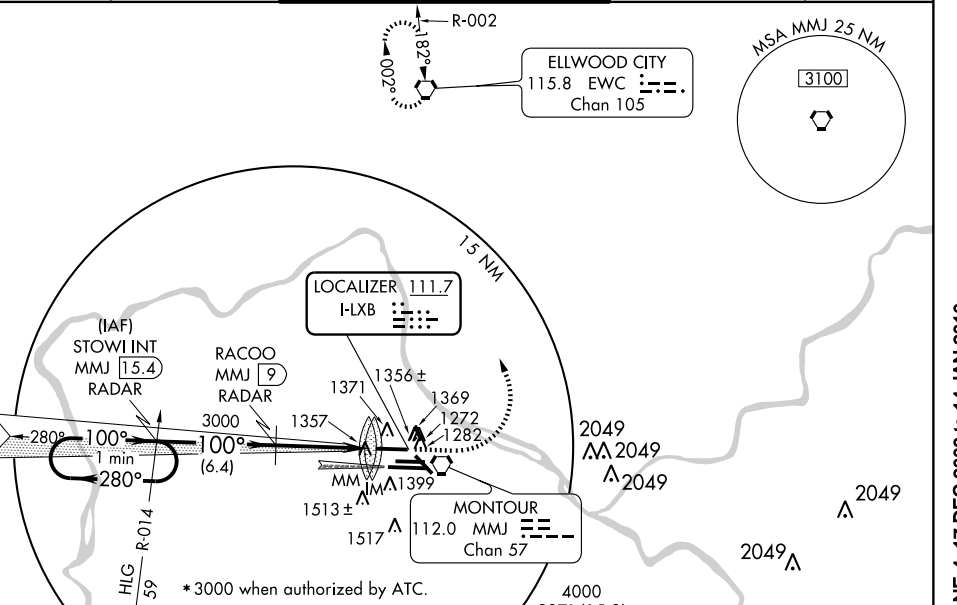
▲

Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
	Rwy 10R-28L 119.1 270.325		



CATEGORY	A	B	C	D
S-ILS 10L	RA NA/12	100 DA 1304		
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-LXB <u>111.7</u>	APP CRS 100°	Rwy Idg 10502 TDZE 1204 Apt Elev 1204
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ILS RWY 10L (CAT III)

PITTSBURGH INTL (PIT)

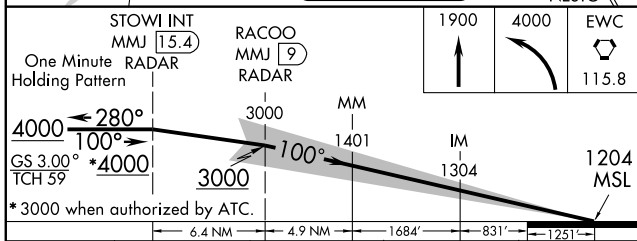
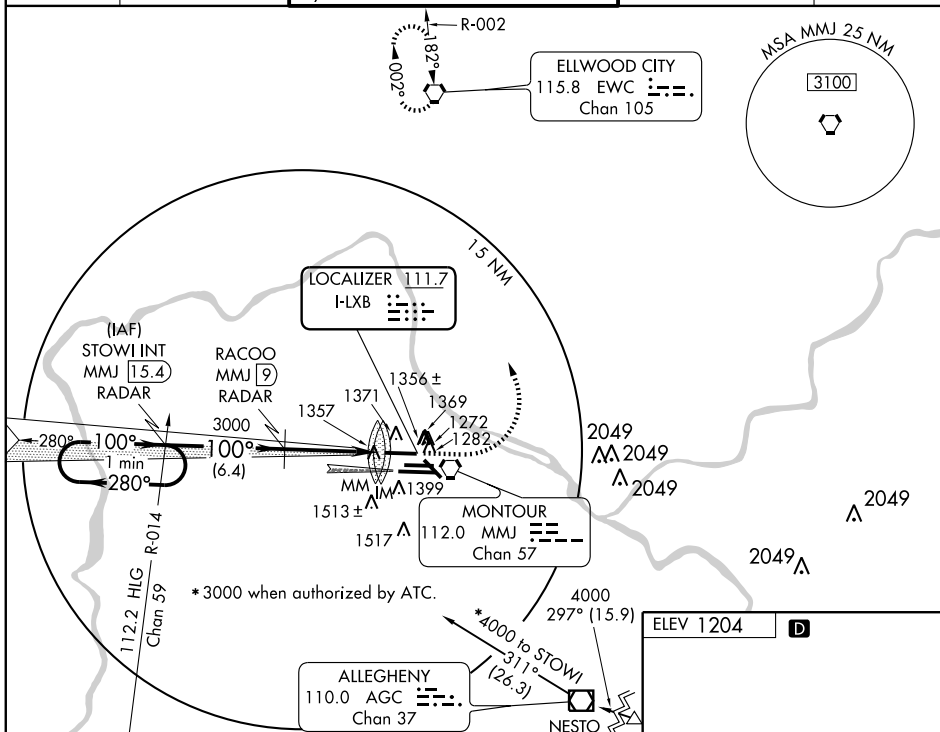


ALSF-2



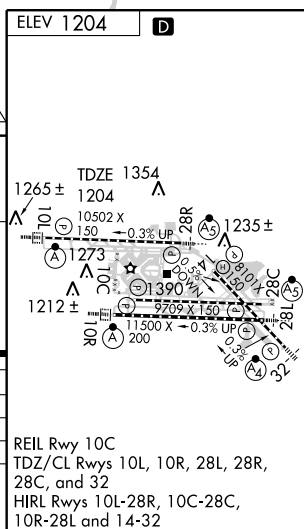
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT. 182° inbound.)

ATIS		PITTSBURGH TOWER			GND CON		
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	CLNC DEL
DEP	135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	126.75 353.7
			Rwy 10R-28L	119.1 270.325			



CATEGORY	A	B	C	D
S-ILS 10L		Cat IIIa	RVR 07	
S-ILS 10L		Cat IIIb	RVR 06	
S-ILS 10L		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



LOC I-GUT <u>108.9</u>	APP CRS 100°	Rwy Idg 11500 TDZE 1135 Apt Elev 1204
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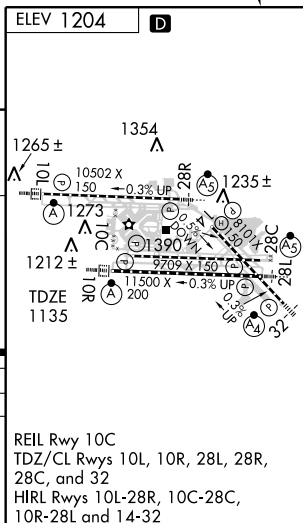
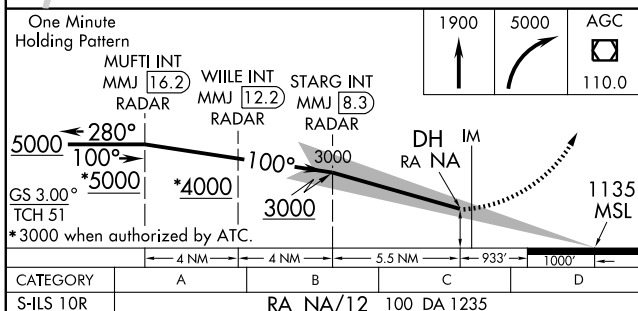
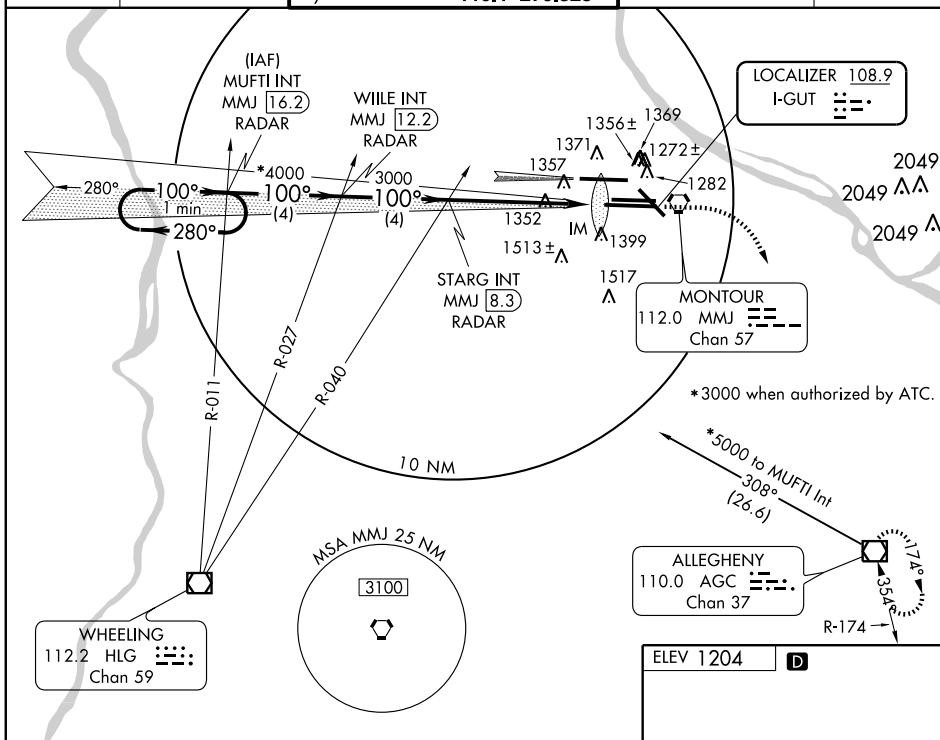
ILS RWY 10R (CAT II)
PITTSBURGH INTL (PIT)

T Simultaneous approach authorized with Rwy 10L.



MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER			GND CON		
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3	291.7	SOUTH	121.9	348.6
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025	270.325	NORTH	127.8	348.6
		Rwy 10R-28L	119.1	270.325			126.75 353.7

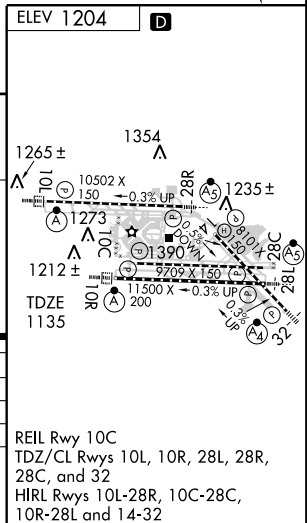
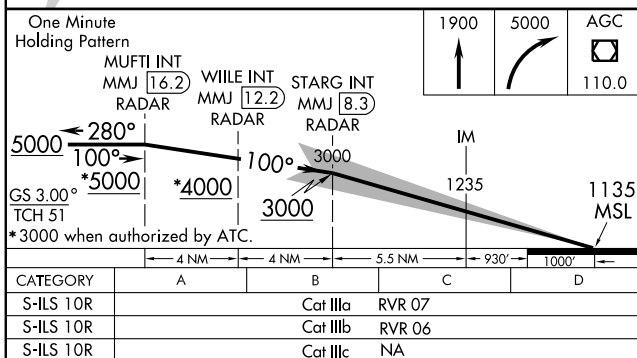
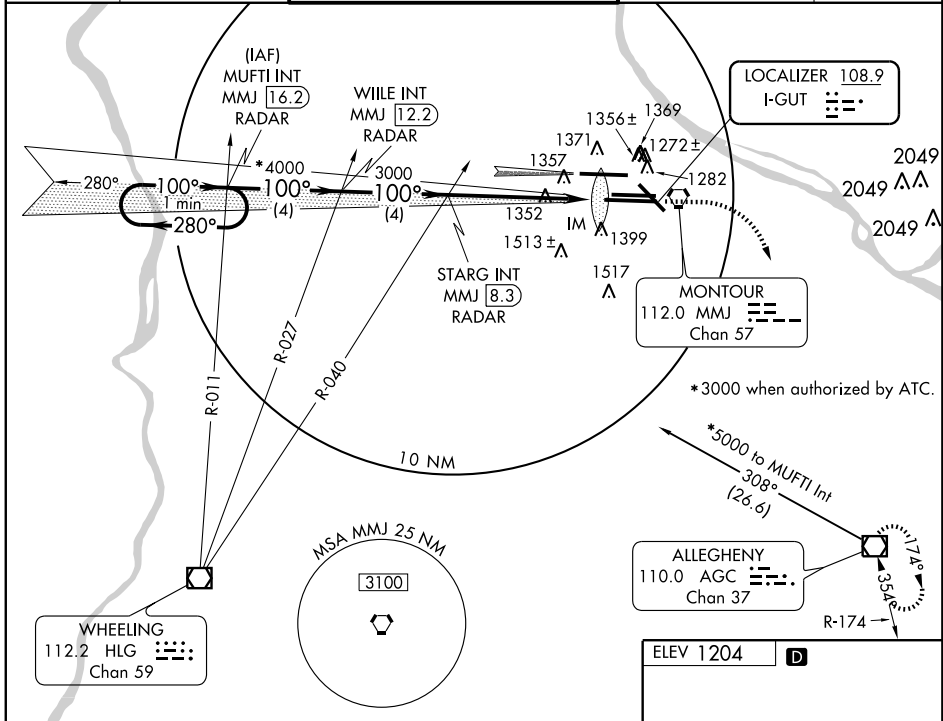


NE-4. 17 DEC 2009 to 14 JAN 2010

LOC I-GUT 108.9	APP CRS 100°	Rwy Idg 11500 TDZE 1135 Apt Elev 1204
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ILS RWY 10R (CAT III) PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10L.		ALSf-2 	MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.	
ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-PFS	APP CRS	Rwy Idg	11500
108.9	280°	TDZE	1125
		Apt Elev	1203

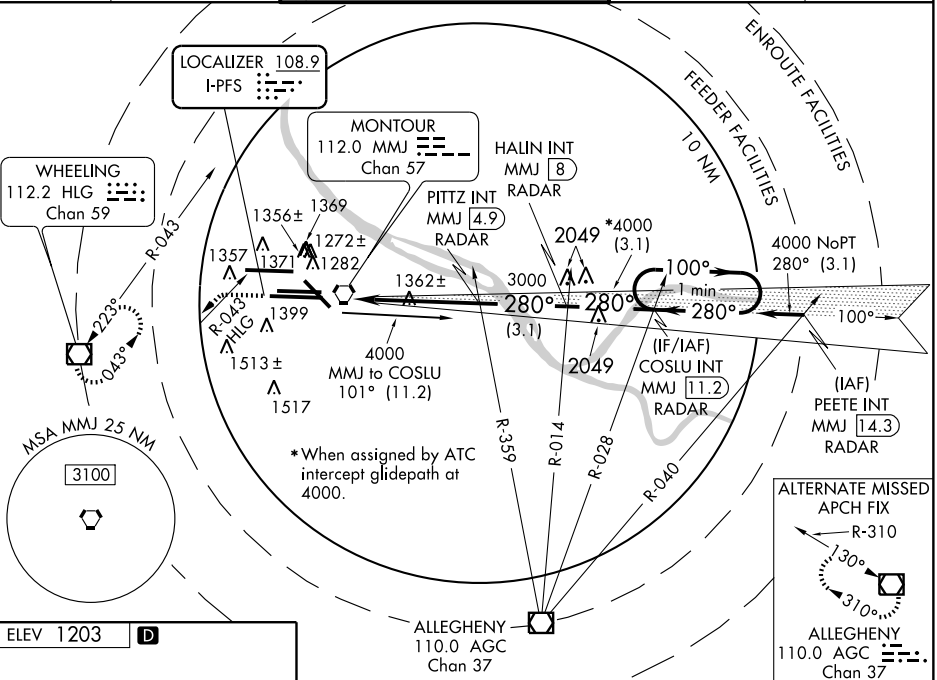
ILS RWY 28L (CAT II)
PITTSBURGH INTL (PIT')

Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

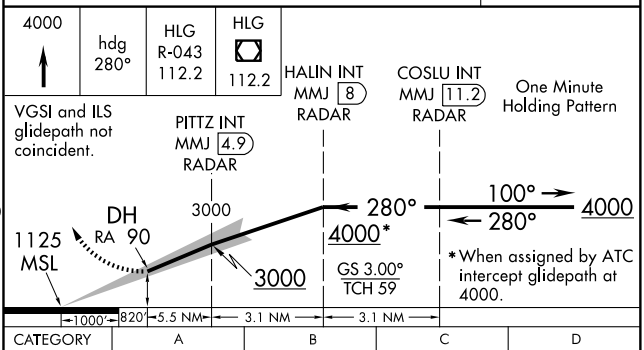
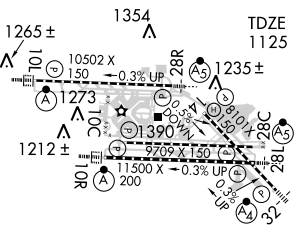
MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft...RADAR REQUIRED.)

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	PITTSBURGH APP CON	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9	123.95 360.8	NORTH 127.8 348.6	



ELEV 1203	D
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REIL Rwy 10C
TDZ/CL Rws 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rws 10L-28R, 10C-28C,
10R-28L and 14-32

CATEGORY	A	B	C	D
S-ILS 28L		RA 90/12	100 DA 1225	

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold.
(TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25		Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	126.75 353.7
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

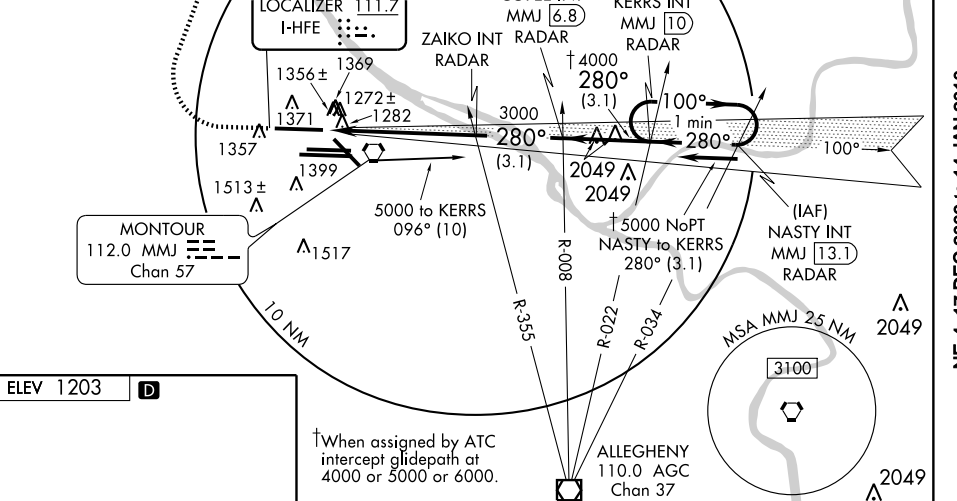
R-002

ELLWOOD CITY
115.8 EWC
Chan 105

TACAN MISSED APCH FIX

HAXIT EWC 5

ELLWOOD CITY
115.8 EWC
Chan 105



ELEV 1203 D

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

1800 5000 EWC 115.8

VGSI and ILS glideslope not coincident.

GS 3.00° TCH 57

RA 146

1174 MSL

3000 3000 3000

COFFEE INT MMJ 6.8 RADAR

KERRS INT MMJ 10 RADAR

One Minute Holding Pattern

100° 280° 5000

When assigned by ATC intercept glideslope at 4000 or 5000 or 6000.

CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 17 DEC 2009 to 14 JAN 2010

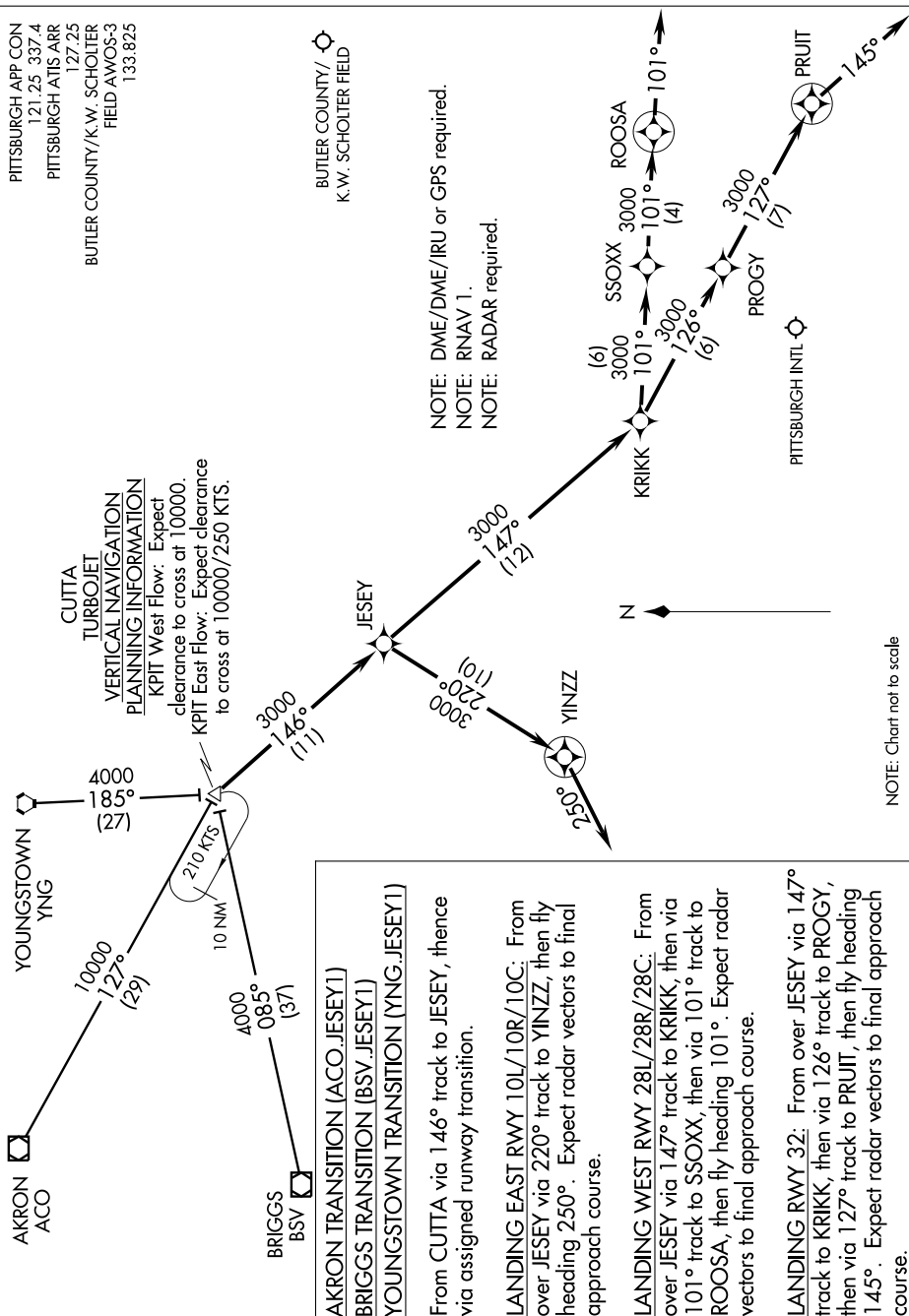
JESEY ONE ARRIVAL (RNAV)

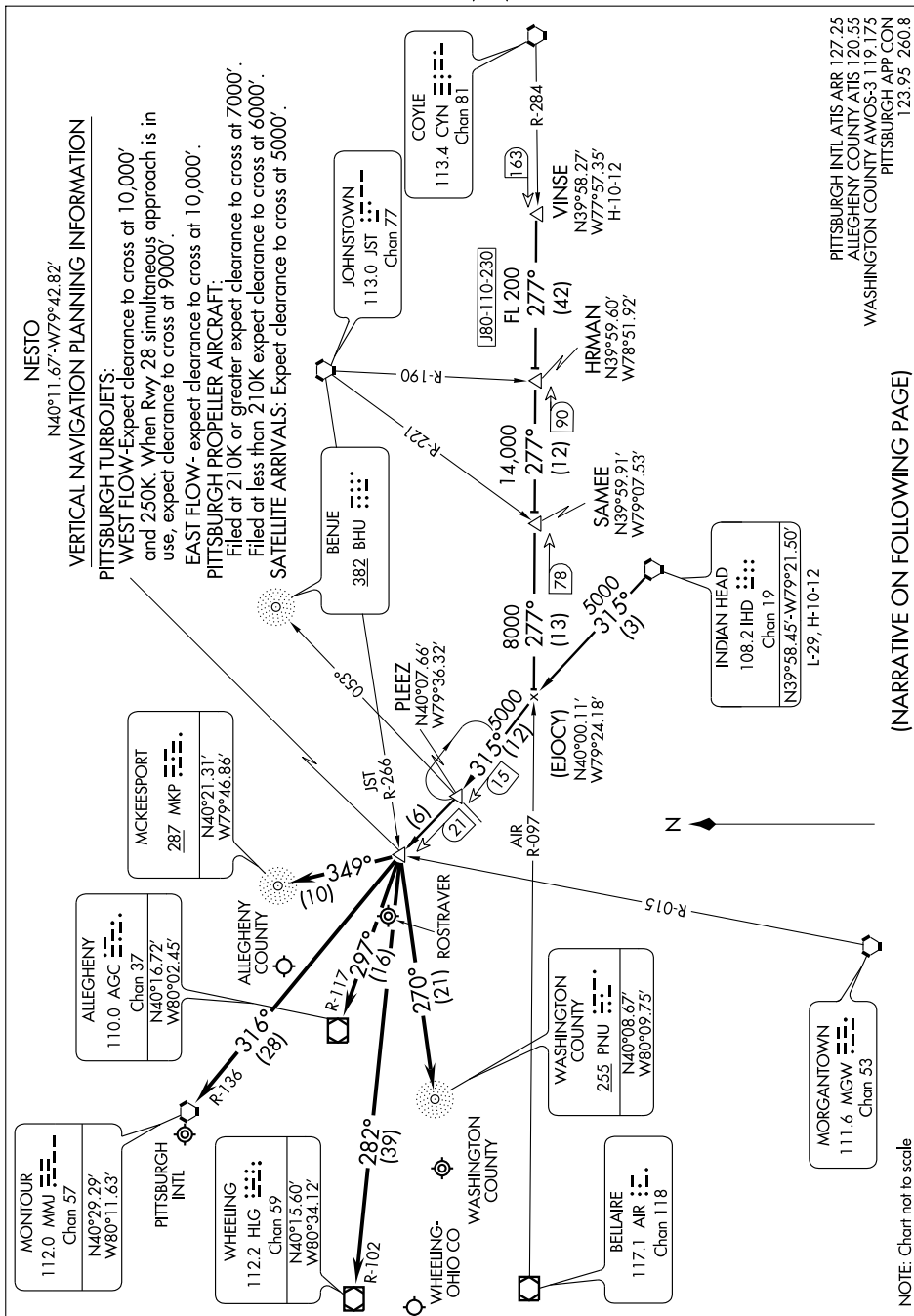
PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

BUTLER COUNTY/
K.W. SCHOLTER FIELD

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.





ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

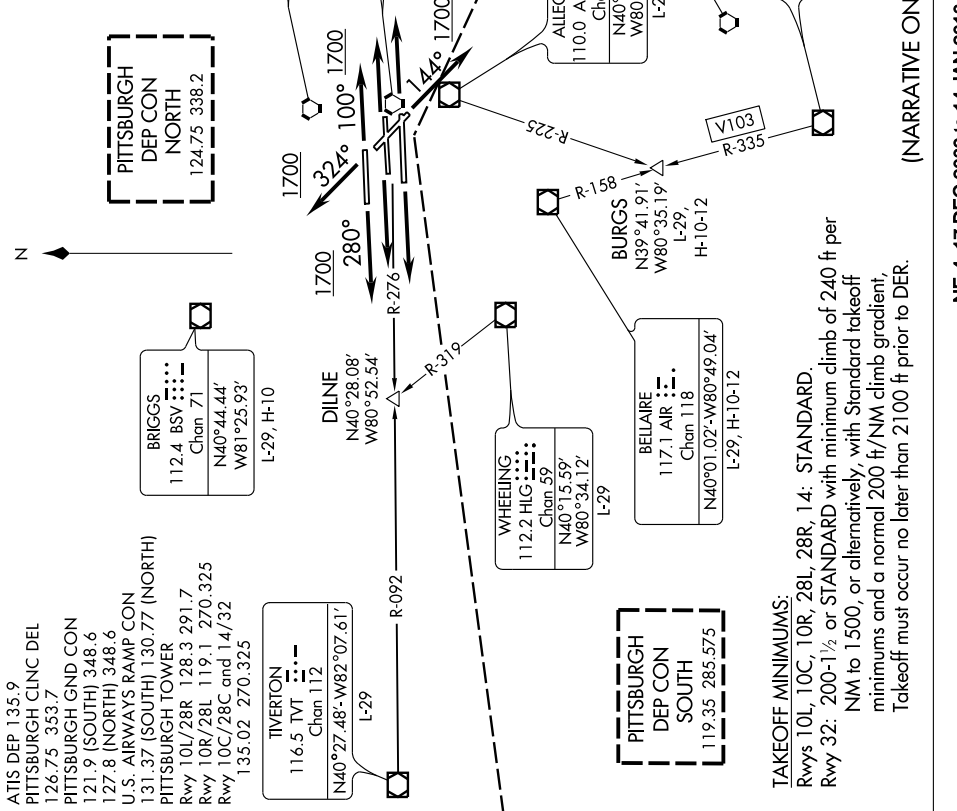
EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).

NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supersede those indicated here.



NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

TAKEOFF MINIMUMS:
Rwys 10L, 10C, 28R, 28L, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient. Takeoff must occur no later than 2100 ft prior to DER.

PITTSBURGH NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C, 10R: Climb heading 100° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.

JETS: Maintain 5000 or requested altitude if lower.

ALL OTHERS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:

Rwy 10L: Tree 1387' from DER, 733' left of centerline, 59' AGL/1233' MSL.

Rod on OL tower 4168' from DER, 910' left of centerline, 112' AGL/1282' MSL.

Tower 4175' from DER, 864' left of centerline, 112' AGL/1282' MSL.

Tree 1463' from DER, 672' left of centerline, 38' AGL/1212' MSL.

Rwy 10C: Multiple trees beginning 3207' from DER, 461' left of centerline, up to 29' AGL/1263' MSL.

Rwy 10R: Multiple trees beginning 1082' from DER, 102' right of centerline, up to 66' AGL/1265' MSL.

OL on monitor pole 4590' from DER, 1124' left of centerline, 55' AGL/1241' MSL.

Pole 4610' from DER, 1138' left of centerline, 55' AGL/1241' MSL.

Rwy 14: Tree 968' from DER, 516' right of centerline, 44' AGL/1158' MSL.

Rwy 28L: Tree 2272' from DER, 1109' left of centerline, 64' AGL/1223' MSL.

Tree 39' from DER, 498' left of centerline, 9' AGL/1144' MSL.

Rwy 28R: Tree 1810' from DER, 912' right of centerline, 34' AGL/1273' MSL.

Bush 73' from DER, 477' right of centerline, 12' AGL/1215' MSL.

Pole 465' from DER, 633' left of centerline, 20' AGL/1233' MSL.

Rwy 32: Antenna on OL tower 1.1 NM from DER, 435' left of centerline, 105' AGL/1354' MSL.

Tower 1.1 NM from DER, 497' left of centerline, 96' AGL/1342' MSL.

LT on pole 454' from DER, 515' right of centerline, 25' AGL/1173' MSL.

Multiple trees beginning 1717' from DER, 1108' right of centerline, up to 61' AGL/1312' MSL.

Tree 6074' from DER, 1272' right of centerline, 61' AGL/1321' MSL.

Tree 2577' from DER, 1108' right of centerline, 74' AGL/1233' MSL.

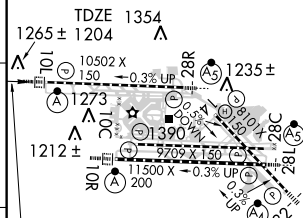
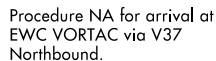
Tree 2480' from DER, 1118' right of centerline, 33' AGL/1212' MSL.

RNAV (GPS) RWY 10L
PITTSBURGH INTL (PIT)

ALSF-2

MISSED APPROACH: Climb to 4000
direct OPDEE and left turn via 359°
track to EWC VORTAC and hold.

GND CON		CLNC DEL	
SOUTH	121.9 348.6	126.75	353.7
NORTH	127.8 348.6		



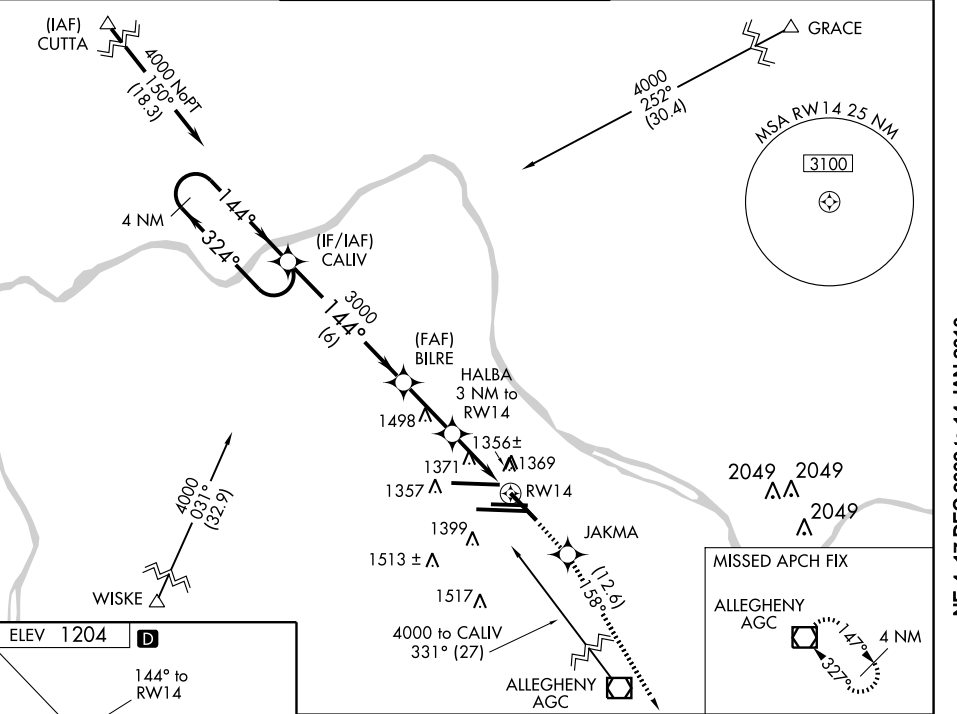
WAAS CH 77526 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev 8101 1148 1204
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⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV 1204 **D**

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		4000	JAKMA	trk 158°	AGC
CALIV		BILRE		4000	JAKMA	trk 158°	AGC
4000		324°		144°		110.0	
GS 3.00°		3000		2160		* LNAV only	
TCH 60		6 NM		2.5 NM		1.6 NM	
A		B		C		D	
CATEGORY	A	B	C	D			
LPV DA	1636-1 ³ / ₄		488 (500-1 ³ / ₄)				
LNAV/VNAV DA	1654-1 ³ / ₄		506 (600-1 ³ / ₄)				
LNAV MDA	1640/50	492 (500-1)	1640/60	492 (500-1 ¹ / ₂)	1640-1 ¹ / ₂	492 (500-1 ¹ / ₂)	
CIRCLING	1700-1	496 (500-1)	1700-1 ¹ / ₂	496 (500-1 ¹ / ₂)	1760-2	556 (600-2)	

NE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 90126 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	9709 1141 1203
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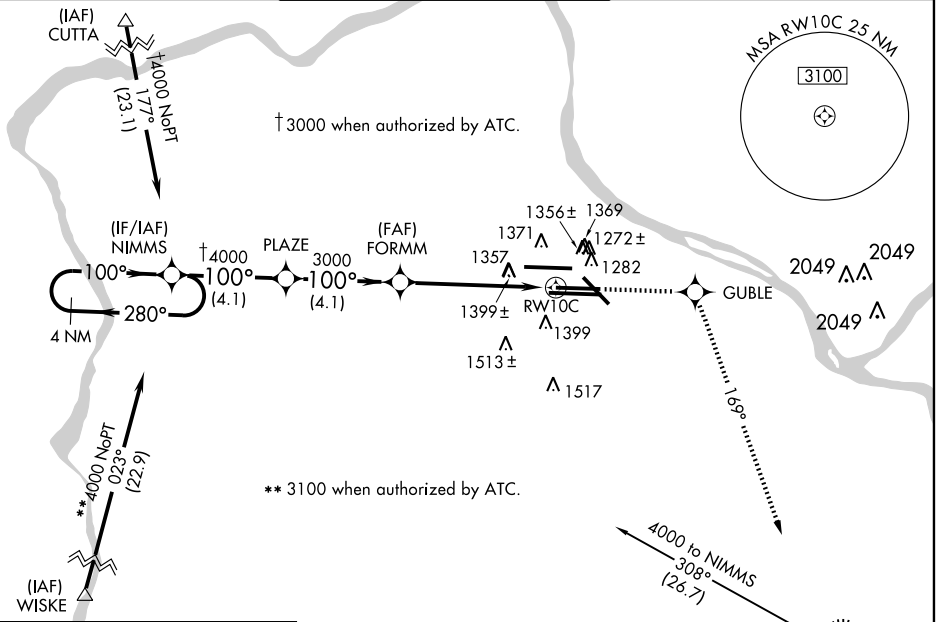
RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

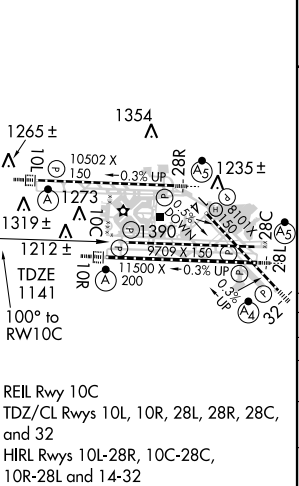
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR 127.25	PITTSBURGH APP CON 123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203	D
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4 NM Holding Pattern		↑3000 when authorized by ATC.		4000 ↑	GUBLE ✦	169° TRK ↷	AGC ◻
		NIMMS	PLAZE	FORMM	* LNAV Only		
↑4000 ←280° 100°→		↑4000		100°	* 1.5 NM to RW10C		
GS 3.00° TCH 51				3000	RW10C		
		4.1 NM		4.1 NM	4.1 NM	1.5	
CATEGORY	A	B	C	D			
LPV DA	1438/50 297 (300-1)						
LNAV/ VNAV DA	1634-1¾ 493 (500-1¾)						
LNAV MDA	1660/50	519 (500-1)	1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)			
CIRCLING	1700-1	497 (500-1)	1700-1½ 497 (500-1½)	1760-2 557 (600-2)			

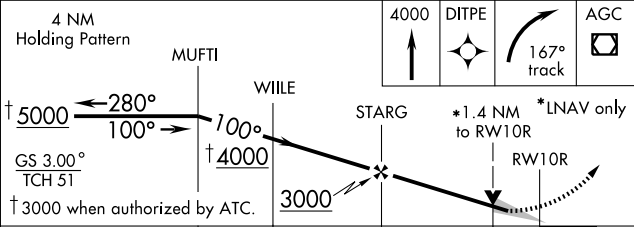
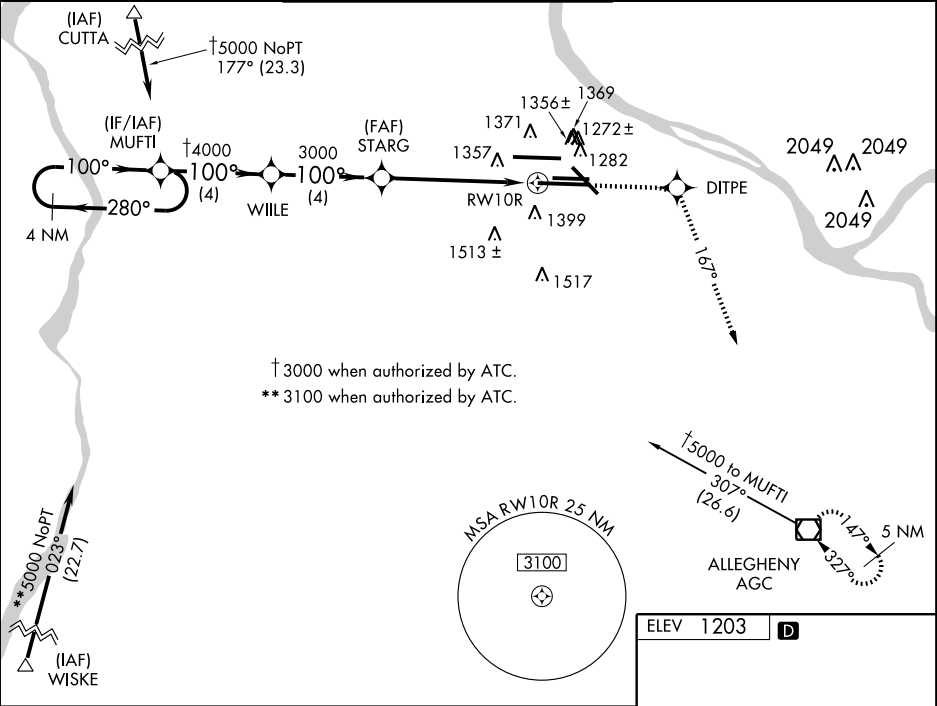
WAAS CH 86226 W10D	APP CRS 100°	Rwy Idg TDZE Apt Elev	11500 1135 1203
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RNAV (GPS) Y RWY 10R

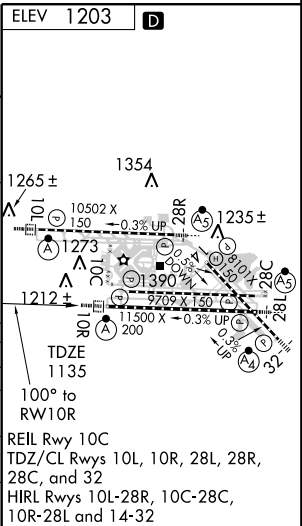
PITTSBURGH INTL (PIT)

For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.
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ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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CATEGORY	A	B	C	D
LPV DA		1443/24	308 (400-1/2)	
LNAV/VNAV DA		1658/60	523 (600-1 1/4)	
LNAV MDA	1620/24	485 (500-1/2)	1620/40 485 (500-3/4)	1620/50 485 (500-1)
CIRCLING	1700-1	497 (500-1)	1700-1 1/2 497 (500-1 1/2)	1760-2 557 (600-2)

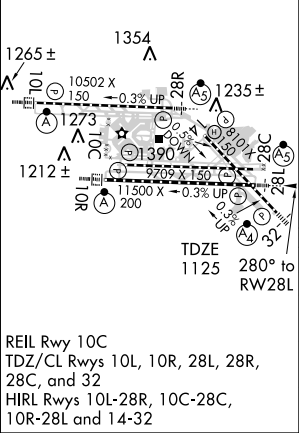
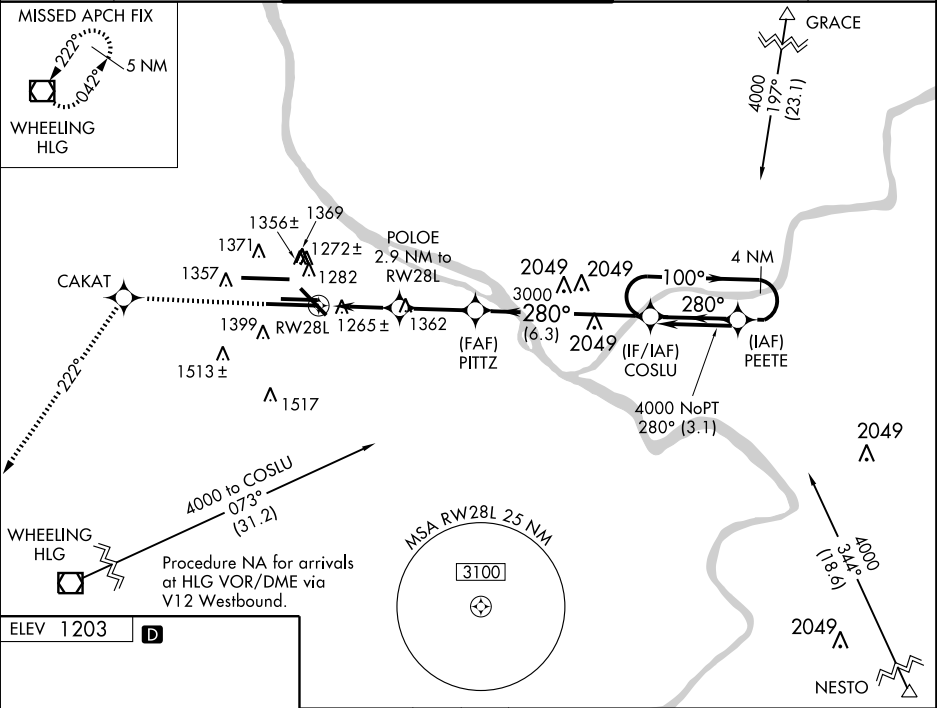


WAAS CH 97326 W28B	APP CRS 280°	Rwy Idg TDZE Apt Elev	11500 1125 1203
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RNAV (GPS) Y RWY 28L
PITTSBURGH INTL (PIT)

For inoperative MALS, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.
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ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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4000	CAKAT	222° track	HLG	4 NM Holding Pattern
*LNAV only				
POLOE 2.9 NM to RW28L				
*1 NM to RW28L				
RW28L				
PITZ				
COSLU				
100° → 4000				
← 280°				
GS 3.00° TCH 59				
VGSI and RNAV glidepath not coincident.				
1 NM	1.9 NM	2.7 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-3/4)			
LNAV/VNAV DA	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-1/2)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1 1/2 497 (500-1/2)	1760-2 557 (600-2)

WAAS CH 40027 W28D	APP CRS 280°	Rwy Idg 10102 TDZE 1174 Apt Elev 1203
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RNAV (GPS) Y RWY 28R

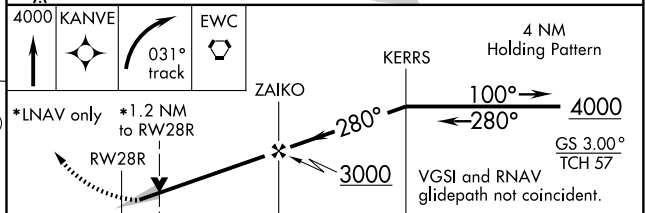
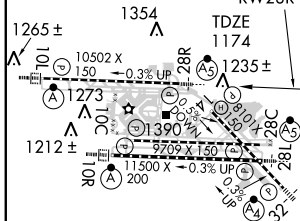
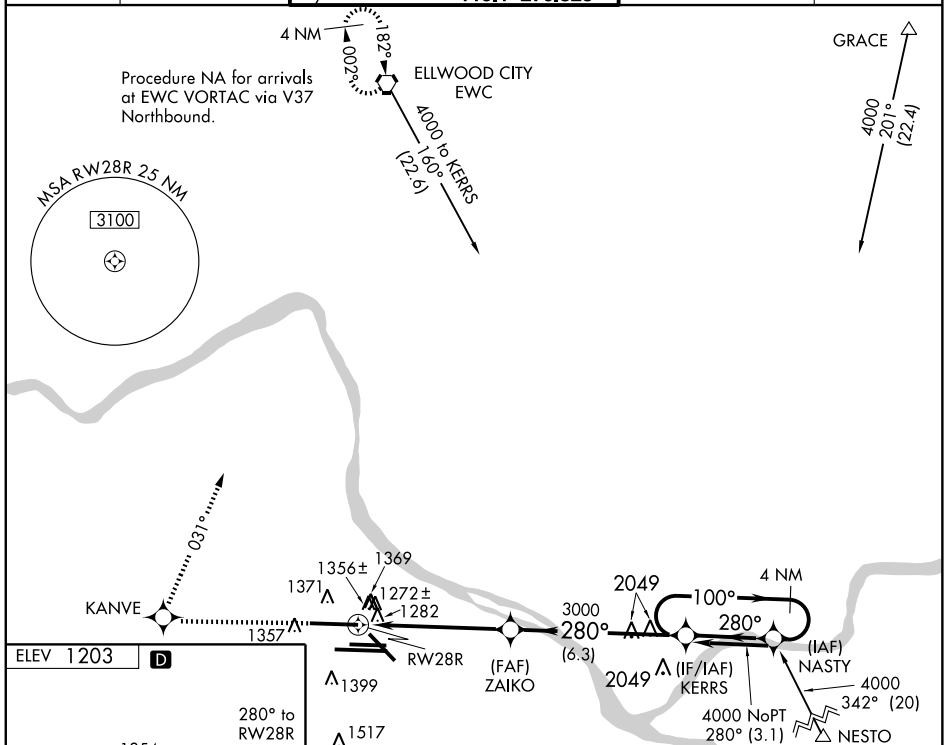
PITTSBURGH INTL (PIT)

T For inoperative MALS/R, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000
direct KANVE and right turn via 031°
track to EWC VORTAC and hold.

ATIS		PITTSBURGH TOWER		GND CON		
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	CLNC DEL
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	126.75 353.7
		Rwy 10R-28L	119.1 270.325			



		1.2		4.3 NM		6.3 NM			
CATEGORY		A		B		C		D	
LPV	DA			1453/24		279 (300-½)			
LNAV/ VNAV	DA			1710/60		536 (600-1¼)			
LNAV MDA		1640/24		466 (500-½)		1640/40 466 (500-¾)		1640/50 466 (500-1)	
CIRCLING		1700-1		497 (500-1)		1700-1½ 497 (500-1½)		1760-2 557 (600-2)	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

WAAS CH 70326 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	8101 1123 1203
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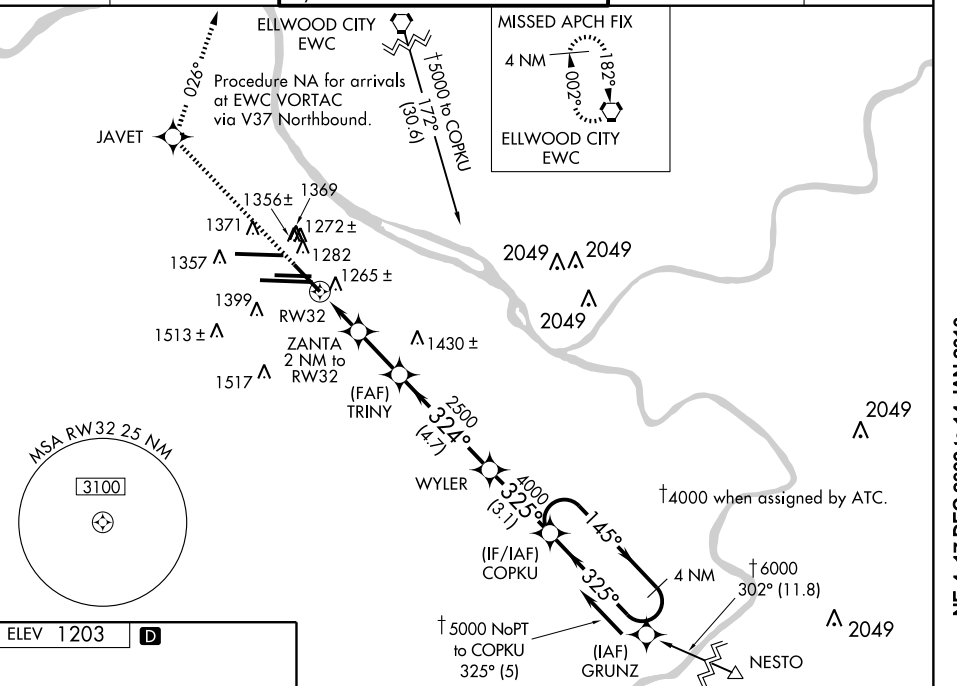
⚠ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

MAIS



MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.



ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV 1203

D

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

	4000	JAVET	EWC	↑4000 when assigned by ATC.	4 NM Holding Pattern
	↑			026° track	
	* LNAV only	ZANTA 2 NM to RW32	TRINY	WYLER	COPKU
		1.1 NM to RW32	1800	324°	4000
		1.1	0.9	2.1 NM	4.7 NM
					3.1 NM
CATEGORY	A	B	C	D	
LPV DA	1373/40 250 (200-¾)				
LNAV/VNAV DA	1515-1½ 392 (400-1½)				
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1¼)	
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)		1760-2 557 (600-2)

NE-4. 17 DEC 2009 to 14 JAN 2010

APP CRS 100°	Rwy Idg TDZE Apt Elev	9709 1141 1203
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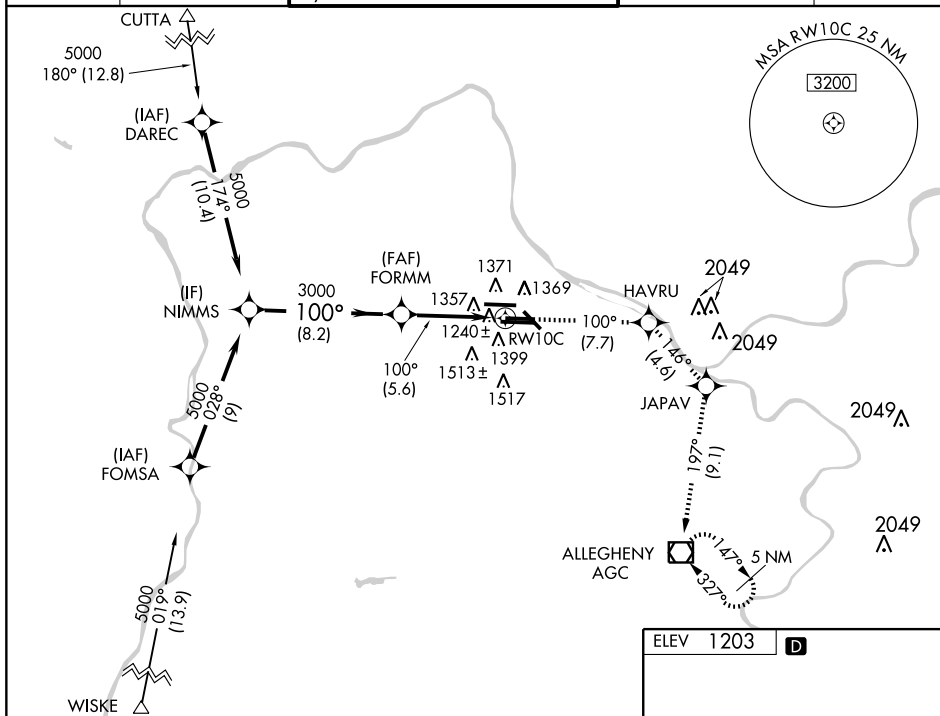
RNAV (RNP) Z RWY 10C

PITTSBURGH INTL (PIT)

T GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER			GND CON		CLNC DEL	
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3	291.7	SOUTH	121.9	348.6	126.75 353.7
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025	270.325	NORTH	127.8	348.6	
		Rwy 10R-28L	119.1	270.325				



Procedure Turn NA

NIMMS

4000

trk 100°

HAVRU

trk 146°

JAPAV

trk 197°

AGC

5000

100°

FORMM

3000

3000

GP 3.00° TCH 51

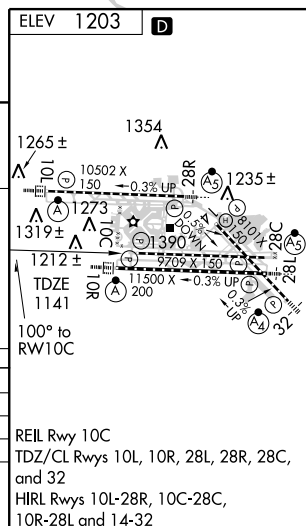
8.2 NM

5.6 NM

RW10C

CATEGORY	A	B	C	D
RNP 0.11 DA		1 540-1 ½	399 (400-1 ½)	
RNP 0.20 DA		1 566-1 ½	425 (400-1 ½)	
RNP 0.30 DA		1 669-1 ¾	528 (500-1 ¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



RNAV (RNP) Z RWY 10R

PITTSBURGH INTL (PIT)

APP CRS	Rwy Idg	11500
100°	TDZE	1135
	Apt Elev	1203

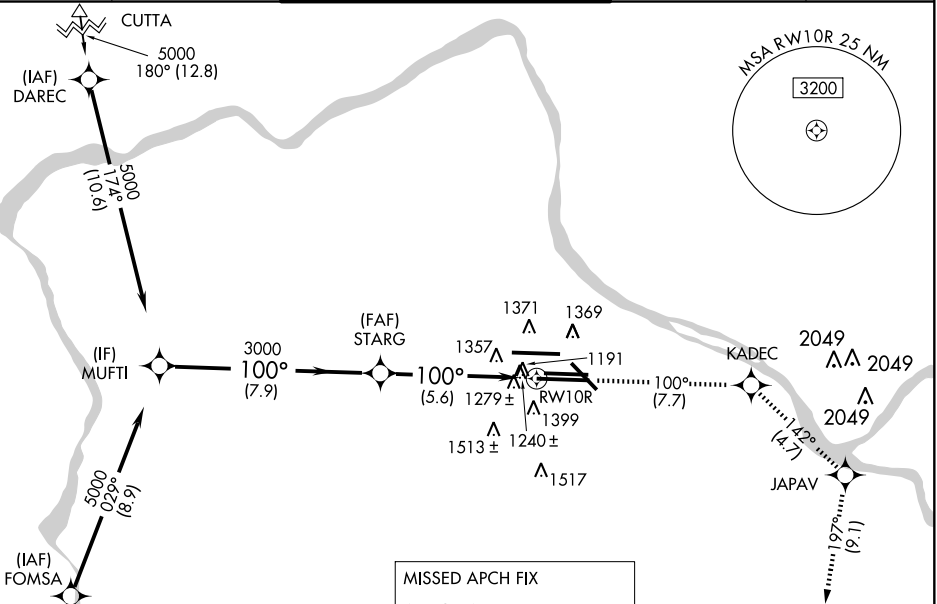
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2½.

ALSF-2



MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R 128.3 291.7	SOUTH	121.9 348.6	
DEP	135.9	123.95 360.8	Rwys 10C-28C, 14-32 135.025 270.325	NORTH	127.8 348.6	126.75 353.7
			Rwy 10R-28L 119.1 270.325			



MISSSED APCH FIX

ALLEGHENY AGC

ELEV 1203 **D**

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

MUFTI		4000	trk 100°	KADEC	trk 142°	JAPAV	trk 197°	AGC
5000								
Procedure Turn NA								
GP 3.00° TCH 52								
7.9 NM								
5.6 NM								
CATEGORY	A	B	C	D				
RNP 0.14 DA		1511/40	376 (400-¾)					
RNP 0.20 DA		1558/50	423 (400-1)					
RNP 0.30 DA		1745-1¾	610 (600-1¾)					

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9709
280°	TDZE	1134
	Apt Elev	1203

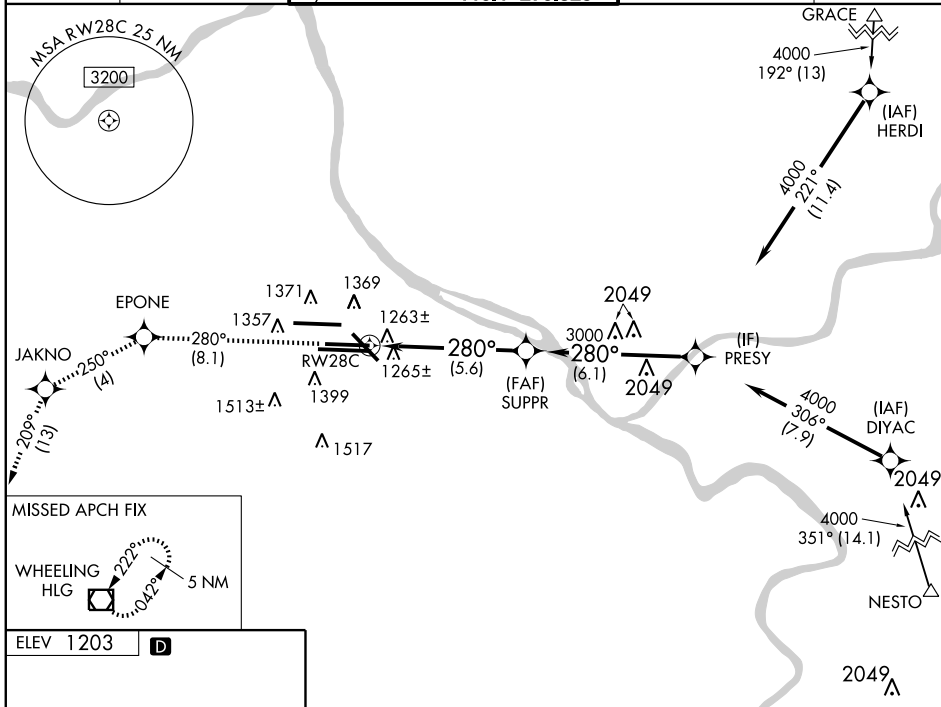
RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F).
GPS Required. Visibility reduction by helicopters NA.

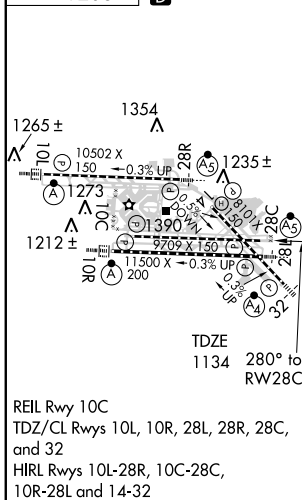
MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

ATIS		PITTSBURGH TOWER			GND CON		
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3	291.7	SOUTH	121.9	348.6
DEP 135.9	123.95	Rwys 10C-28C, 14-32	135.025	270.325	NORTH	127.8	348.6
	360.8	Rwy 10R-28L	119.1	270.325			126.75
							353.7



NE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 1203



4000 ↑	trk 280°	EPONE ✦	trk 250°	JAKNO ✦	trk 209°	HLG ◻	Procedure Turn NA
<p>4000</p> <p>trk 280°</p> <p>EPONE</p> <p>trk 250°</p> <p>JAKNO</p> <p>trk 209°</p> <p>HLG</p> <p>Procedure Turn NA</p> <p>RW28C</p> <p>SUPPR</p> <p>3000</p> <p>280°</p> <p>4000</p> <p>GP 3.00°</p> <p>TCH 50</p> <p>5.6 NM</p> <p>6.1 NM</p>							
CATEGORY	A	B	C	D			
RNP 0.14 DA	1527/60		393 (400-1¼)				
RNP 0.16 DA	1531-1½		397 (400-1½)				
RNP 0.30 DA	1576-1½		442 (400-1½)				
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED							

APP CRS	Rwy Idg	11500
280°	TDZE	1125
	Apt Elev	1203

RNAV (RNP) Z RWY 28L

PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

ATIS

127 25

• 135.9

PITTSBURGH APP CON

123.95 360.8

PITTSBURGH TOWER

Rwys 10L-28

Rwys 10C-28C, 14-32 **135.025 270.325**

Rwy 10R-28L

128.3 291.7

135.025 270.325

119.1 270.325

GND CON

SOUTH 121.9 348.6

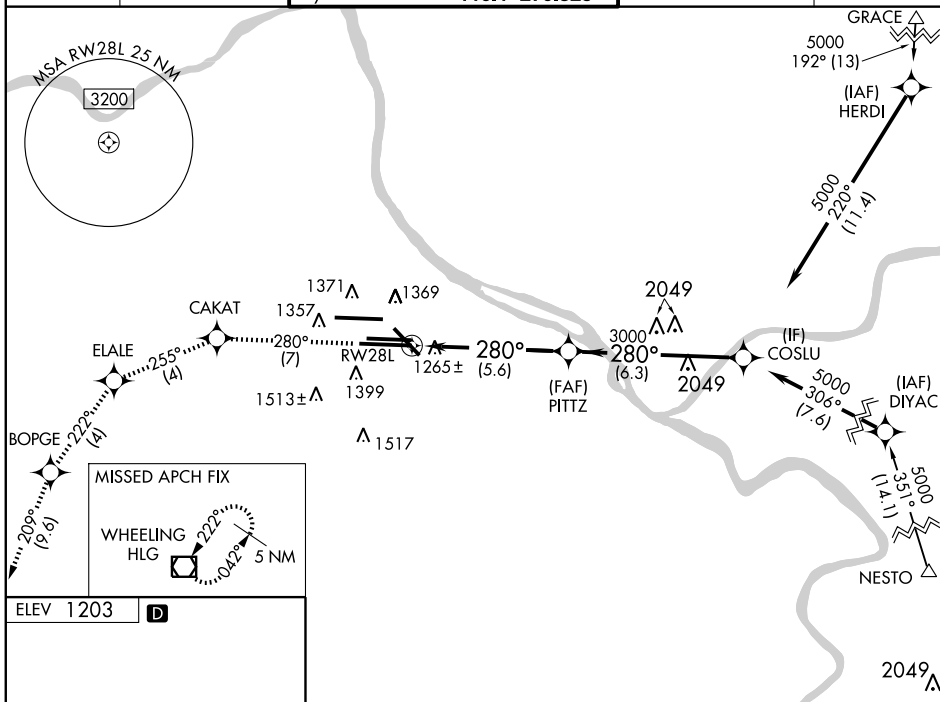
SOUTH	127.8	348.6
NORTH	127.8	348.6

NORTH 127.0 340.0

CLNC DEL

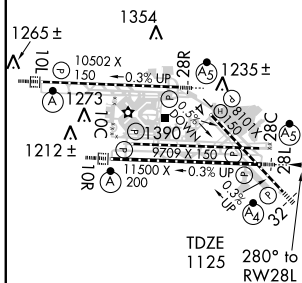
126 75 252 7

126.75 353.7



NE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1203



4000 ↑	trk 280°	CAKAT ✦	trk 255°	ELALE ✦	trk 222°	BOPGE ✦	trk 209°	HLG ◻	COSLU	Procedure Turn NA
<p>VGSI and RNAV glidepath not coincident.</p> <p>PITTZ 3000</p> <p>280°</p> <p>5000</p> <p>3000</p> <p>RW28L</p> <p>5.6 NM</p> <p>6.3 NM</p> <p>GP 3.00° TCH 59</p>										
CATEGORY		A		B		C		D		
RNP 0.13 DA				1524/50		399 (400-1)				
RNP 0.30 DA				1569/50		444 (400-1)				

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

REIL Rwy 10C

TDZ/CL Rwy's 10L, 10R, 28L, 28R.

28C. and 32

HIRI R_{WYS} 10I-28R 10C-28C

10R-281 and 14-32

APP CRS	Rwy Idg	10102
280°	TDZE	1174
	Apt Elev	1203

RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

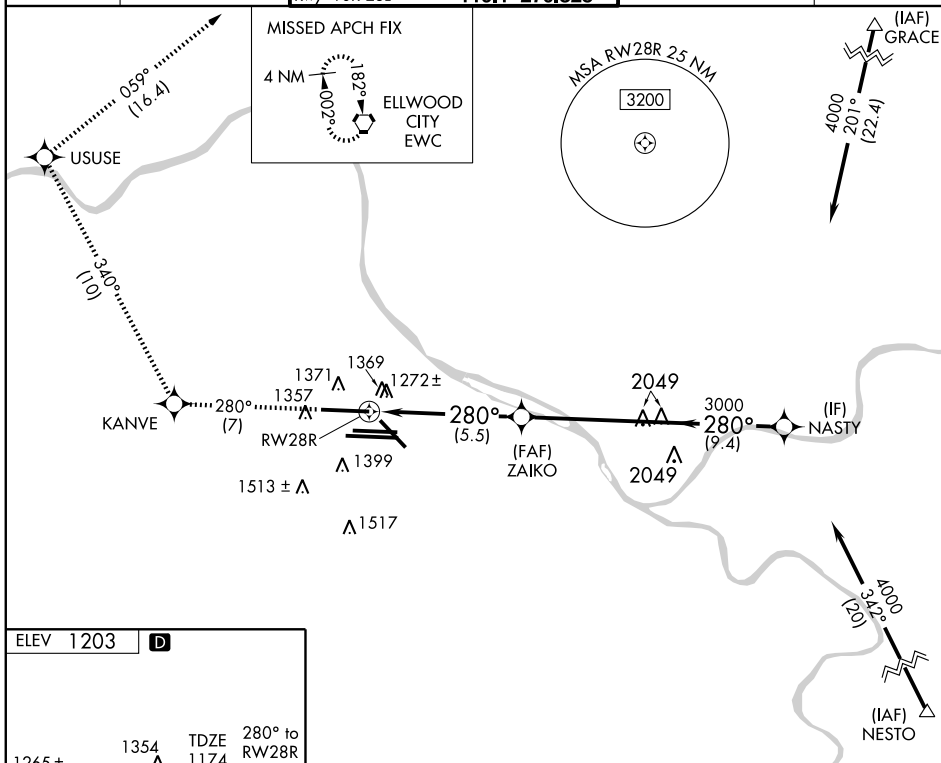


MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS	
ARR 127.25	PITTSBURGH APP CON
DEP 135.9	123.95 360.8

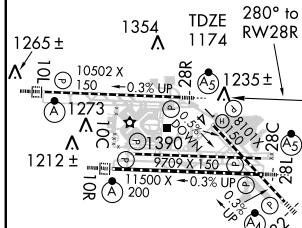
PITTSBURGH TOWER		
Rwys 10L-28R	128.3	291.7
Rwys 10C-28C, 14-32	135.025	270.325
Rwy 10R-28L	119.1	270.325

GND CON		
TH	121.9	348.6
TH	127.8	348.6

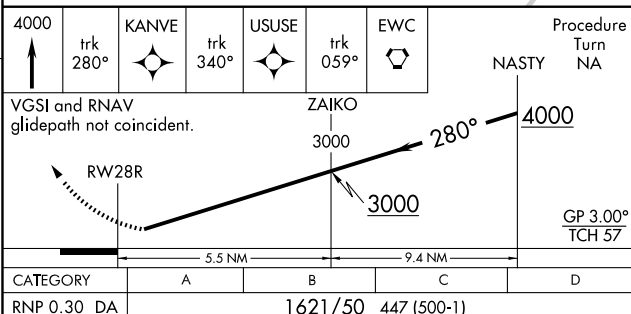
CLNC DEL
26.75 353.7

NE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1203



REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

APP CRS 324°	Rwy Idg TDZE Apt Elev	8101 1123 1203
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RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

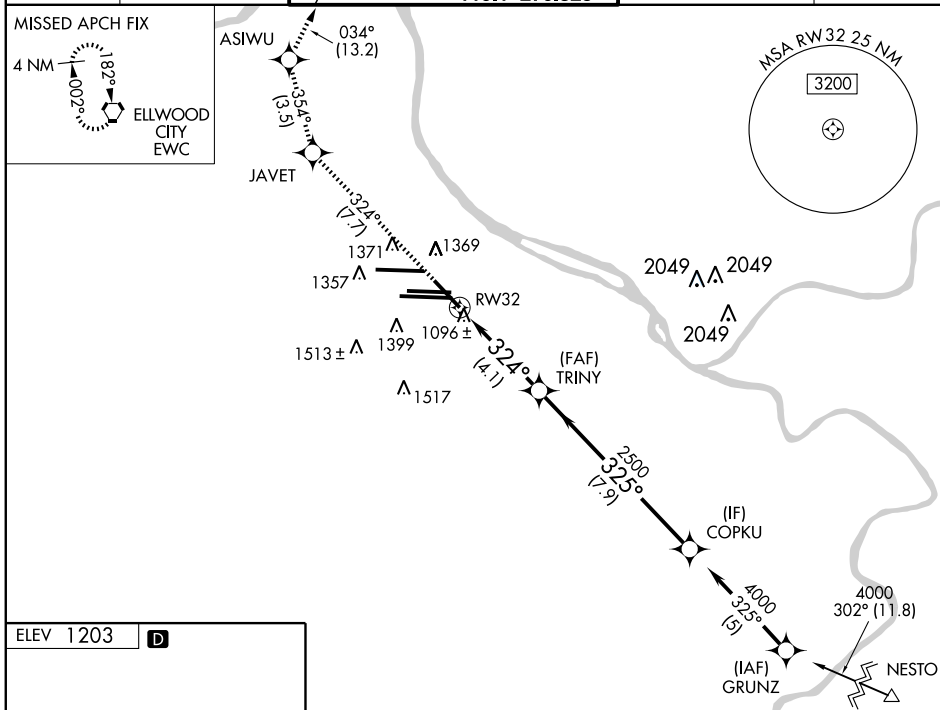
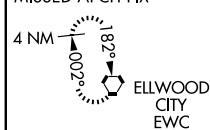
MALS



MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

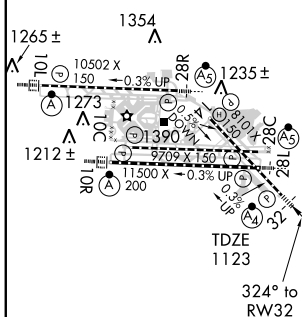
ATIS ARR 127.25	PITTSBURGH APP CON DEP 135.9	PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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MISSED APCH FIX



ELEV 1203

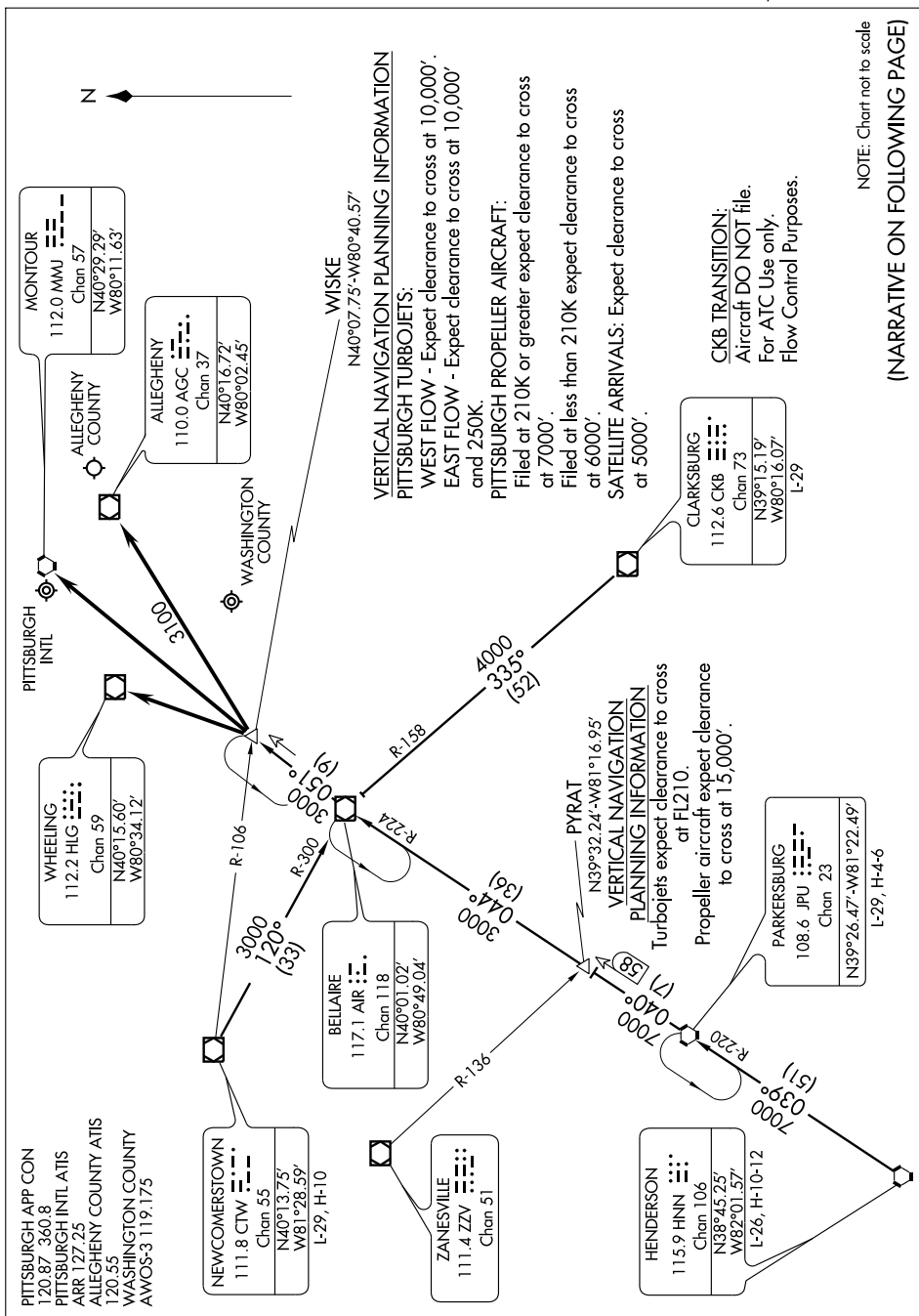
D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

4000	trk 324°	JAVET	trk 354°	ASIWU	trk 034°	EWC	COPKU	4000
VGSI and RNAV glidepath not coincident.				TRINY	2500	325°	4000	Procedure Turn NA
RW32				2500	325°	4000	GP 3.00°	TCH 55
4.1 NM				7.9 NM				
CATEGORY	A		B		C		D	
RNP 0.11 DA			1411/50		288 (300-1)			
RNP 0.13 DA			1433/50		310 (300-1)			
RNP 0.30 DA			1504/50		381 (400-1)			

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:


For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.


For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

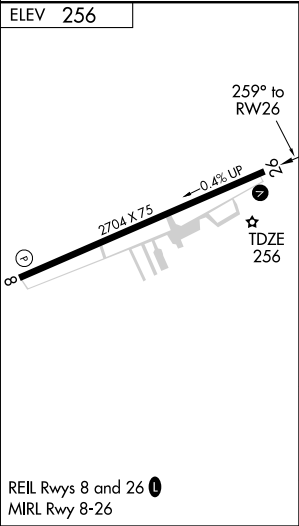
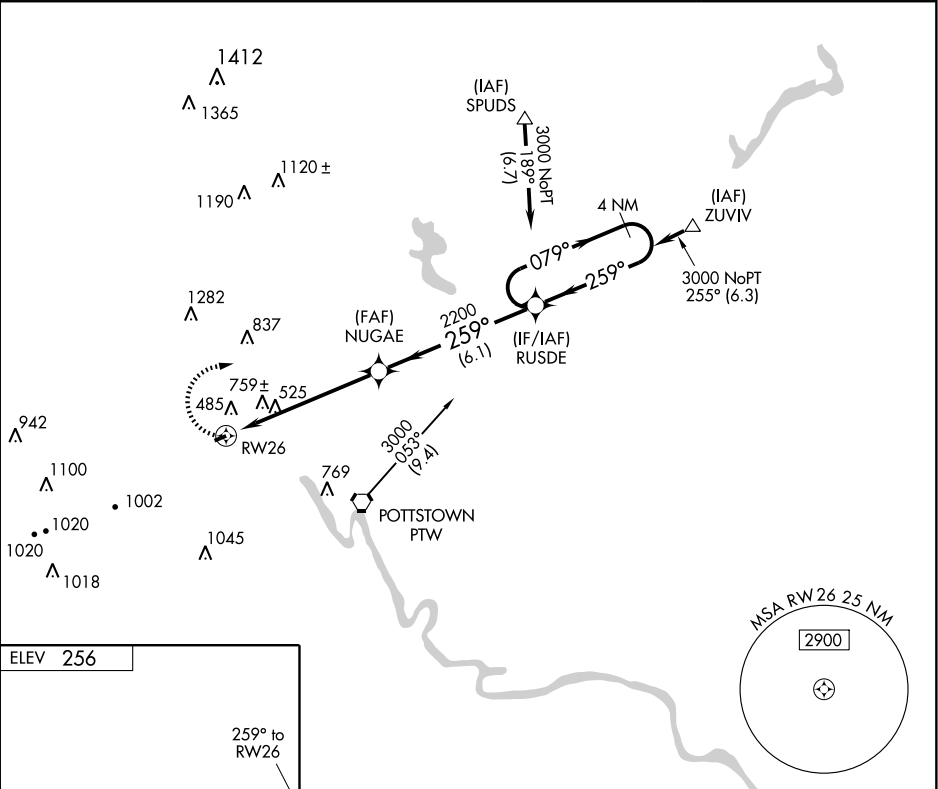
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.




APP CRS	Rwy Idg	2704
259°	TDZE	256
	Apt Elev	256

RNAV (GPS) RWY 26
POTTSTOWN MUNI (N47)

 NA	DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and NAV Cat. C visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.
--	--	---

HERITAGE FIELD ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 
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 RUSDE				
VGSI and descent angles not coincident.				
 NUGAE				
 RW26				
2200				
3000				
4 NM Holding Pattern				
079° → 3000				
← 259°				
259°				
6 NM				
6.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

VORTAC PTW 116.5 Chan 112	APP CRS 303°	Rwy Idg TDZE Apt Elev N/A N/A 256
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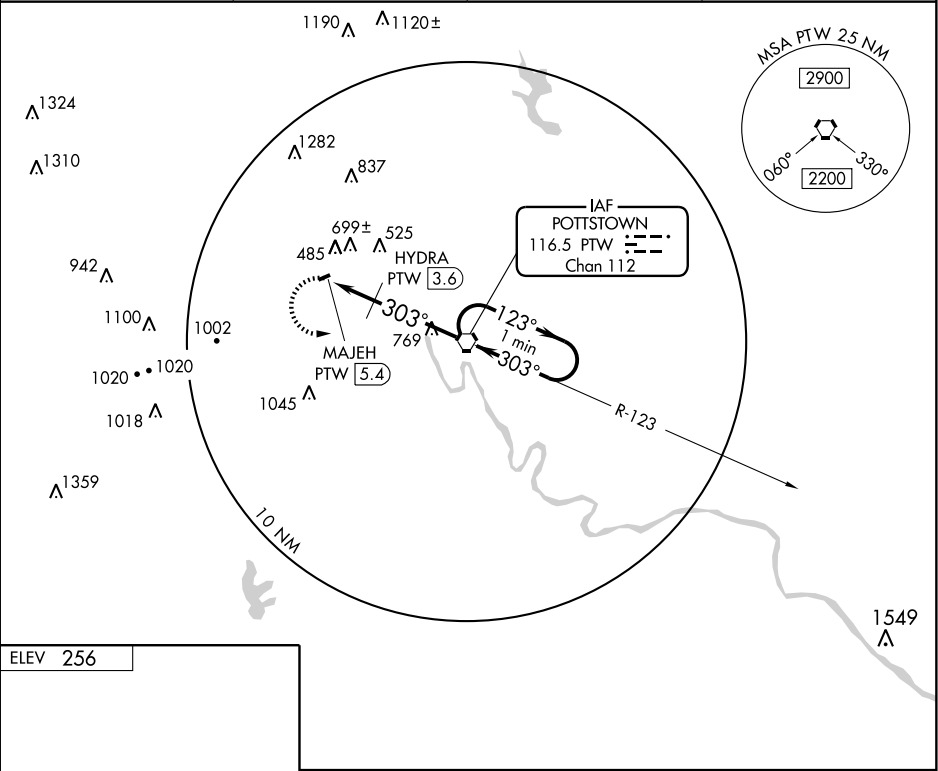
VOR-B
POTTSTOWN MUNI (N47)

NA

Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF)
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2704 X 75

0.4% UP

303° 5.4 NM from FAF

REIL Rwy 8 and 26

MIRL Rwy 8-26

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2100	PTW 116.5
------	-----------

VORTAC

One Minute Holding Pattern

123° 2100

303°

1100*

MAJEH PTW [5.4]

HYDRA PTW [3.6]

1.8 NM 3.6 NM


*1140 when using Reading altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1¼ 844 (900-1¼)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1¼ 764 (800-1¼)	1080-2¼ 824 (900-2¼)	NA

APP CRS	Rwy Idg	3371
096°	TDZE	309
	Apt Elev	309

GPS RWY 10

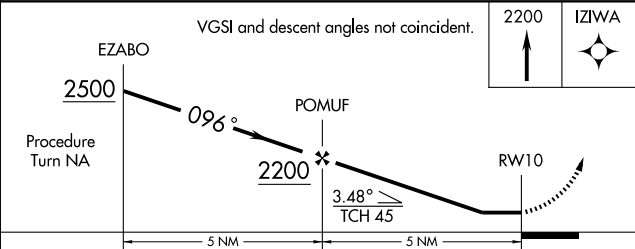
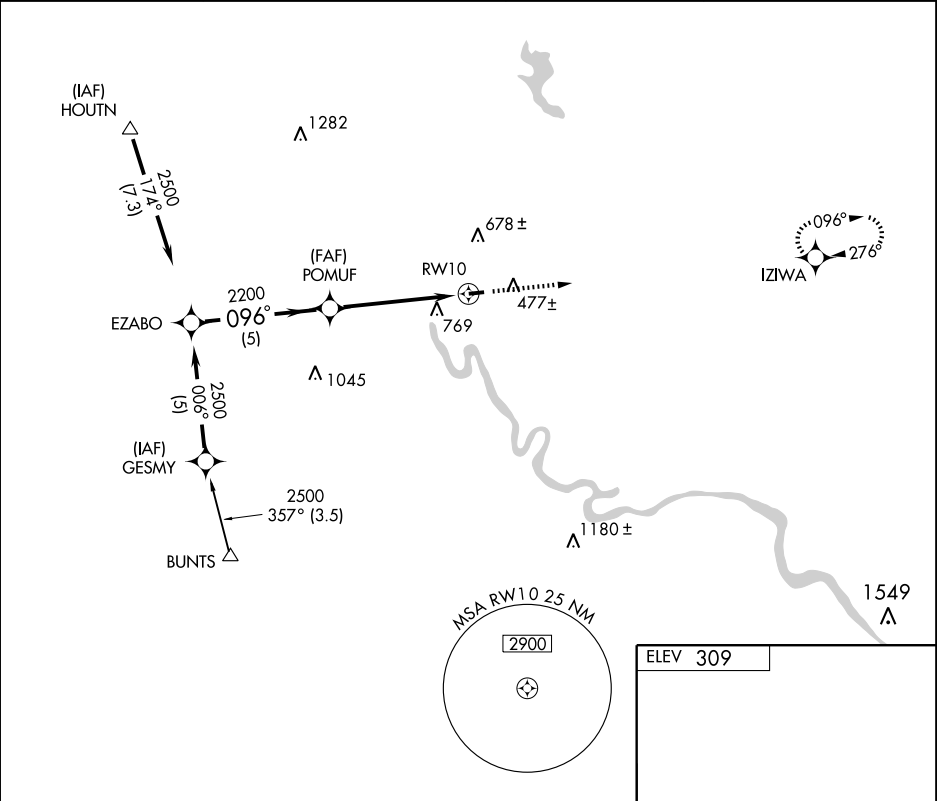
POTTSTOWN/HERITAGE FIELD (PTW)


NA

Circling NA south of Rwy 10-28.

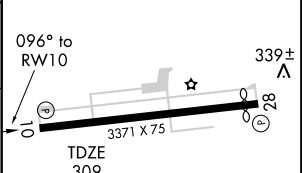
MISSED APPROACH: Climb to 2200
direct IZIWA WP and hold.

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA

ELEV 309



096° to RWY10

339±

3371 X 75

TDZE 309

28

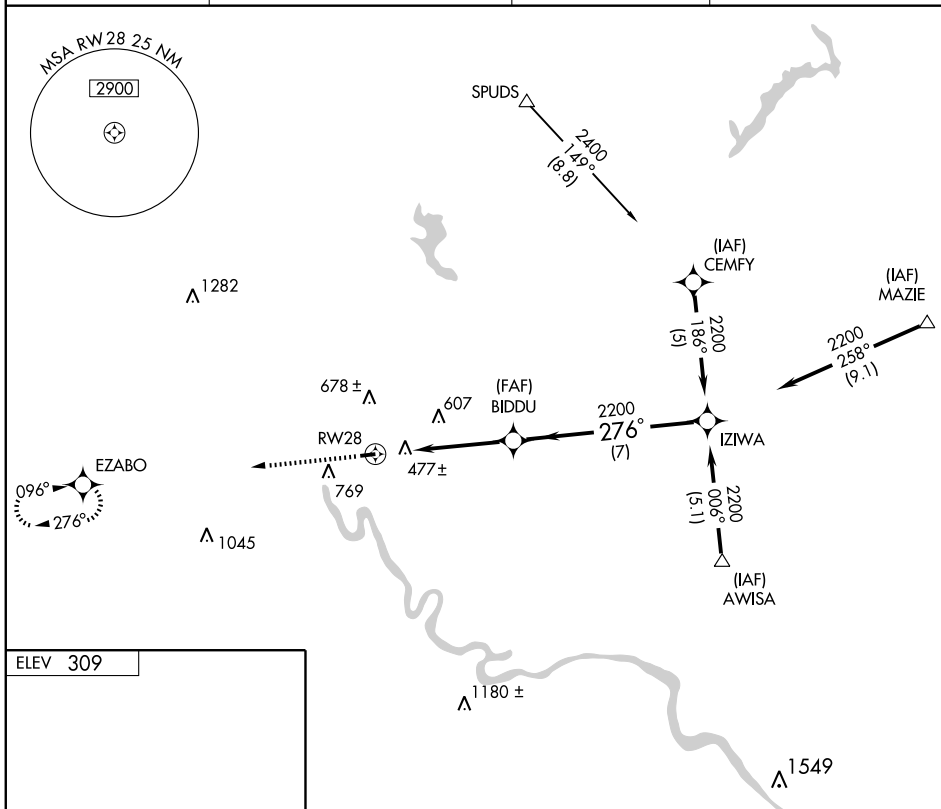
MIRL Rwy 10-28
REIL Rwy 10 and 28

GPS RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

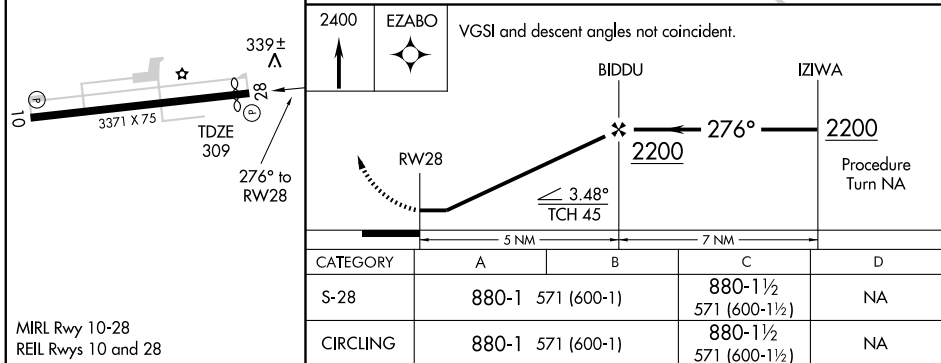
MISSED APPROACH: Climb to 2400
direct EZABO WP and hold.

UNICOM
122.7 (CTAF)



NE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 309



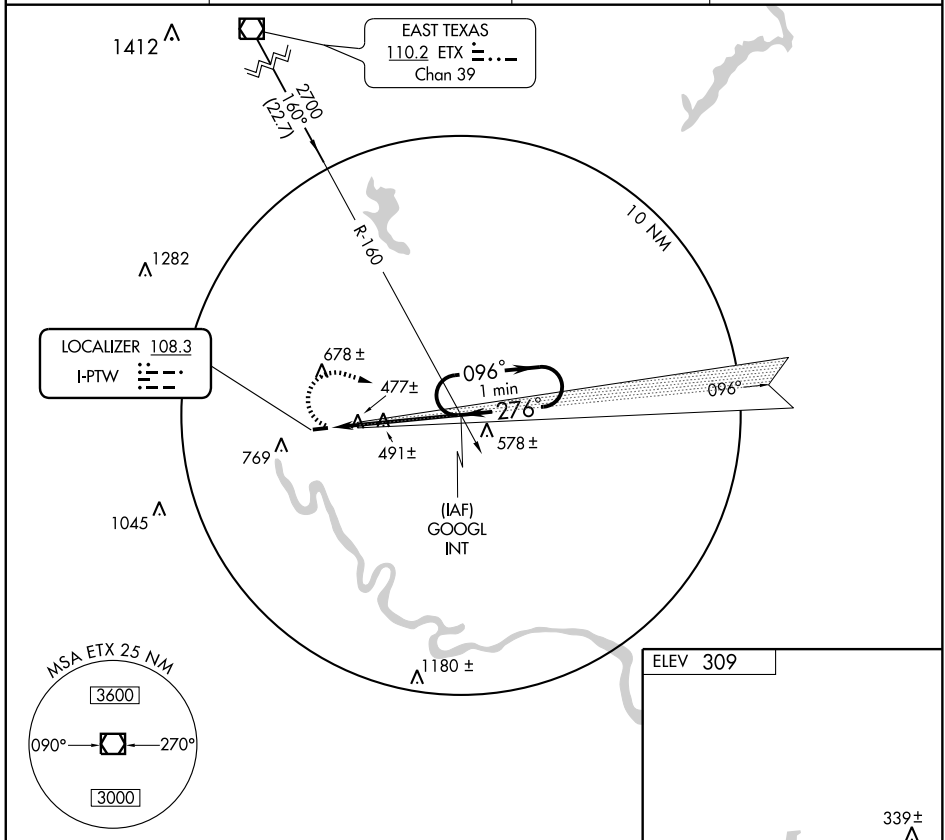
LOC I-PTW 108.3	APP CRS 276°	Rwy Idg TDZE Apt Elev	3171 309 309
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LOC RWY 28

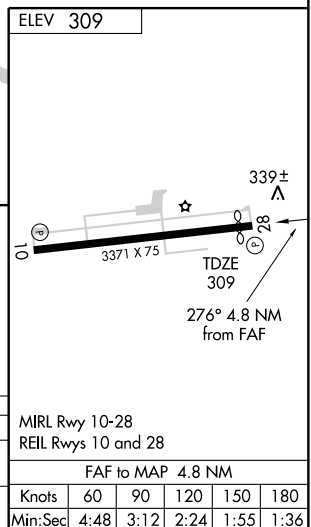
POTTSTOWN/HERITAGE FIELD (PTW)

<div> <div>NA</div> <div>Circling NA south of Rwy 10-28.</div> </div>	MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.
---	--

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF)
------------------------	---	---------------------------	-------------------------------




2100 HDG 090°	ETX R-160 110.2	GOOGL INT	GOOGL INT	One Minute Holding Pattern
<div> <div>276°</div> <div>096°</div> <div>2100</div> <div>276°</div> <div>096°</div> <div>276°</div> <div>2100</div> </div>				VGSI and descent angles not coincident
4.8 NM				
CATEGORY	A	B	C	D
S-28	760-1	451 (500-1)	760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1	551 (600-1)	860-1½ 551 (600-1½)	NA



VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg TDZE Apt Elev	N/A N/A 309
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VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

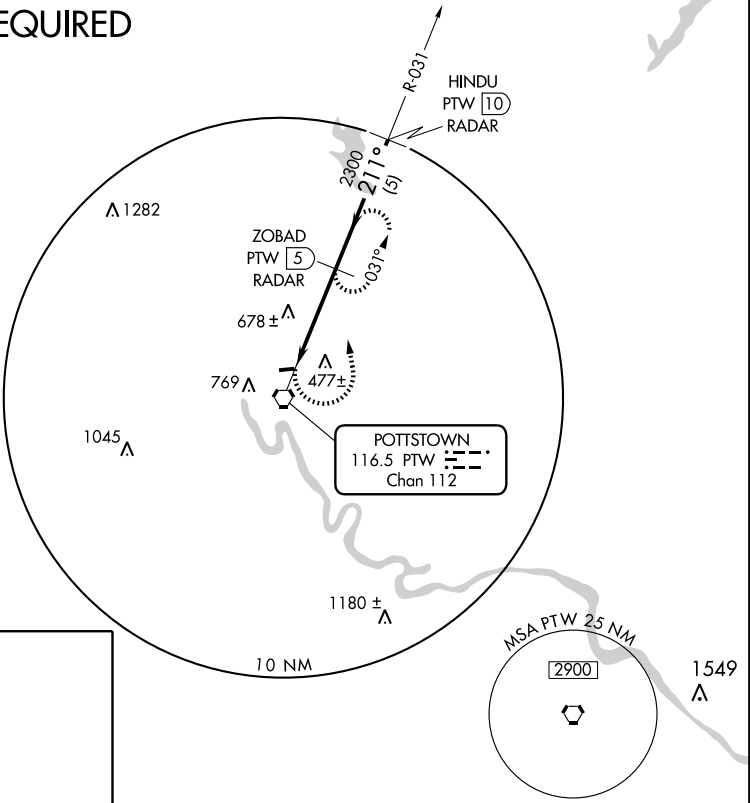

NA

Circling NA south of Rwy 10-28.

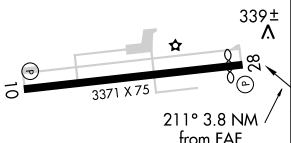
MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF)
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RADAR REQUIRED



ELEV 309



MIRL Rwy 10-28
REIL Rwy 10 and 28

2300
PTW R-031
116.5

ZOBAD
PTW 5
RADAR

PTW 1.2

ZOBAD
PTW 5
RADAR

2300

HINDU
PTW 10
RADAR

2700

3.8 NM

5 NM

4.75°
TCH 45

CATEGORY	A	B	C	D
CIRCLING	940-1 631 (700-1)			940-1¾ 631 (700-1¾) NA

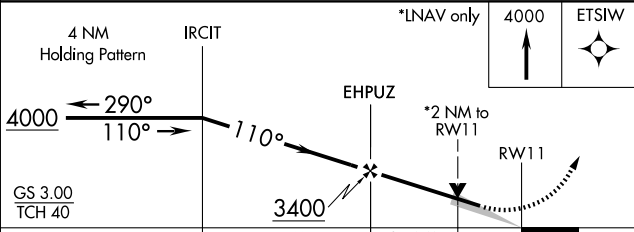
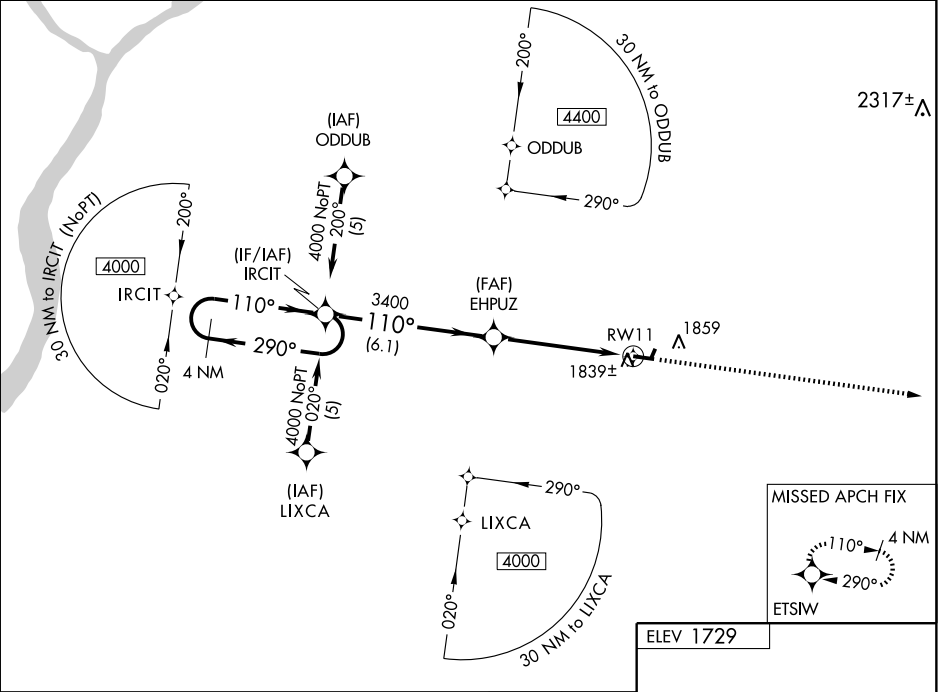
WAAS CH 61214 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev 4594 1729 1729
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RNAV (GPS) RWY 11

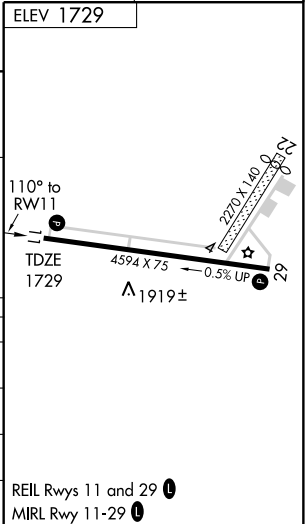
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZEP)

<p>▼ ▲ NA</p> <p>DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct ETSIW and hold.</p>
--	--

AWOS-3 127.57	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2179-1½	450 (500-1½)		
LNAV/ VNAV DA	2309-2	580 (600-2)		
LNAV MDA	2420-1	691 (700-1)	2420-2	2420-2¼
			691 (700-2)	691 (700-2¼)
CIRCLING	2480-1	2480-1¼	2480-2¼	2480-2½
	751 (800-1)	751 (800-1¼)	751 (800-2¼)	751 (800-2½)



WAAS CH 63014 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev 4594 1724 1729
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RNAV (GPS) RWY 29

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZEP)

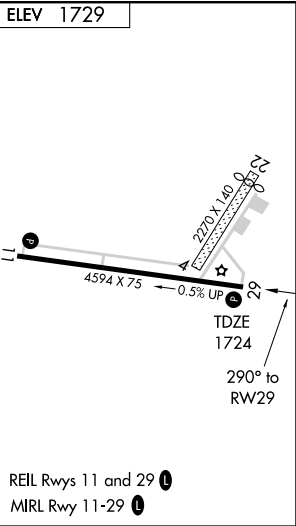
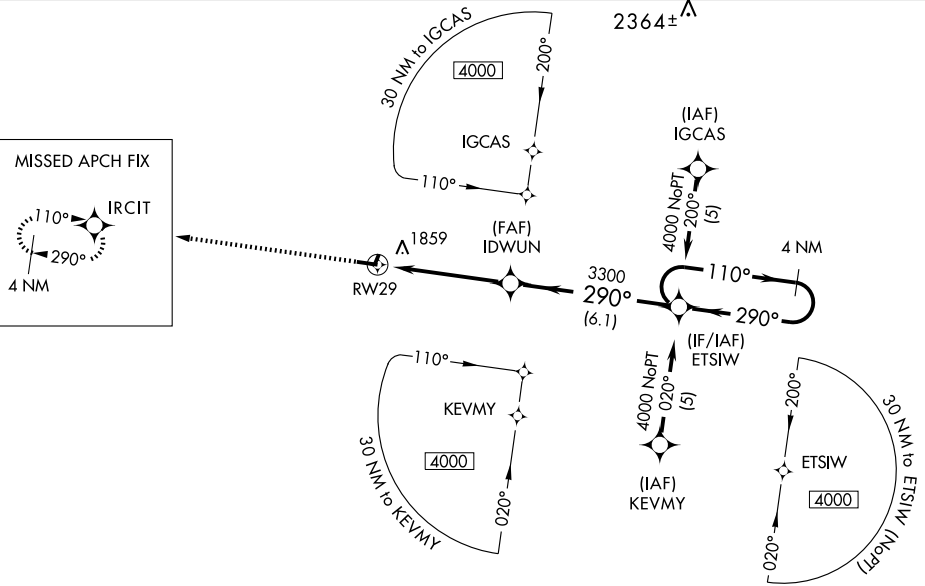
⚠ **NA** DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 ¼ mile, LNAV Cat A/B ¼ mile, Cat C/D 1 mile, circling Cat A/B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3
127.57

HARRISBURG APP CON
118.25 269.45

UNICOM
122.8 (CTAF) **📶**



	4000	IRCIT	*LNAV only	ETSIW	4 NM Holding Pattern
				IDWUN	
				RW29	
				1.9 NM	2.9 NM
				3300	6.1 NM
				290°	110°
				4000	4000
				GS 3.00	TCH 40
CATEGORY	A	B	C	D	
LPV DA	2174-1 ¾	450 (500-1 ¾)			
LNAV/VNAV DA	2344-2 ¼	620 (700-2 ¼)			
LNAV MDA	2360-1	636 (700-1)	2360-1 ¾ 636 (700-1 ¾)	2360-2 636 (700-2)	
CIRCLING	2480-1 751 (800-1)	2480-1 ¼ 751 (800-1 ¼)	2480-2 ¼ 751 (800-2 ¼)	2480-2 ½ 751 (800-2 ½)	

REIL Rwy 11 and 29 **📶**

MIRL Rwy 11-29 **📶**

VORTAC RAV	APP CRS	Rwy Idg	2270
114.6	060°	TDZE	1716
Chan 93		Apt Elev	1734

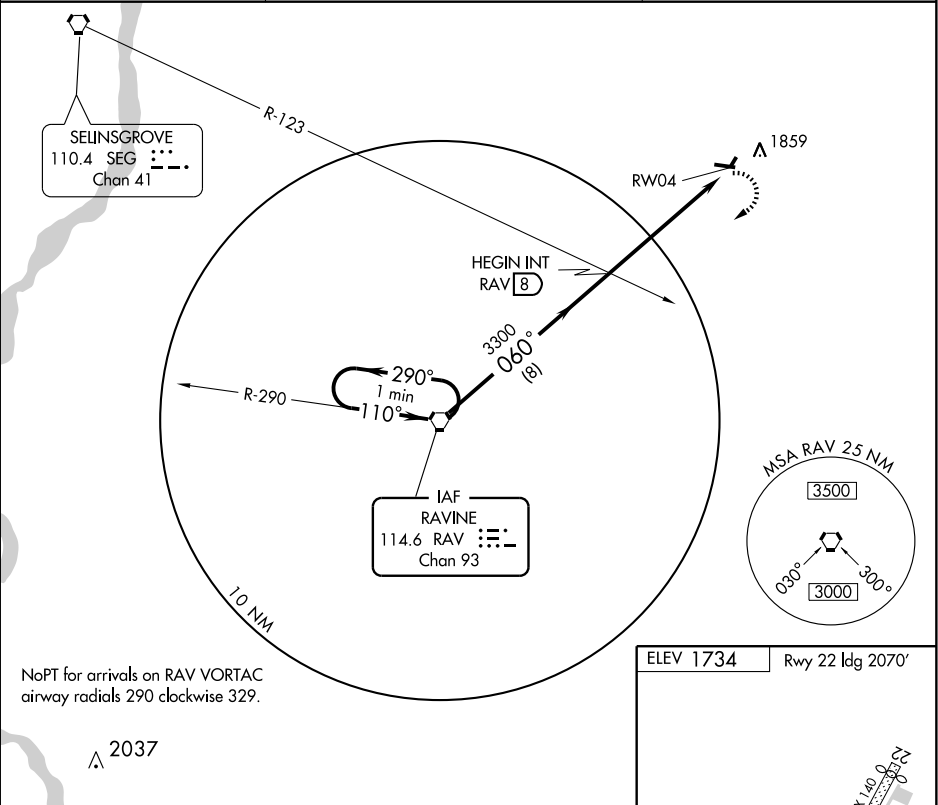
VOR or GPS RWY 4

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZEP)

▼
▲ NA
Straight in minimums not authorized at night.

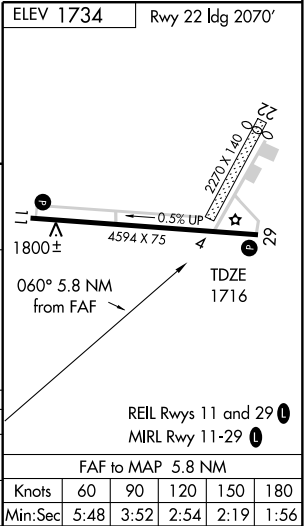
MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

AWOS-3 127.57	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 0
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NoPT for arrivals on RAV VORTAC
airway radials 290 clockwise 329.

One Minute Holding Pattern				
8 NM 5.8 NM				
CATEGORY	A	B	C	D
S-4	2300-1	584 (600-1)	2300-1½ 584 (600-1¾)	2300-1¾ 584 (600-1¾)
CIRCLING	2340-1	606 (700-1)	2340-1¾ 606 (700-1¾)	2340-2 606 (700-2)



APP CRS 247°	Rwy Idg TDZE Apt Elev	3003 1439 1439
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RNAV (GPS) RWY 24

PUNXSUTAWNEY MUNI (N35)



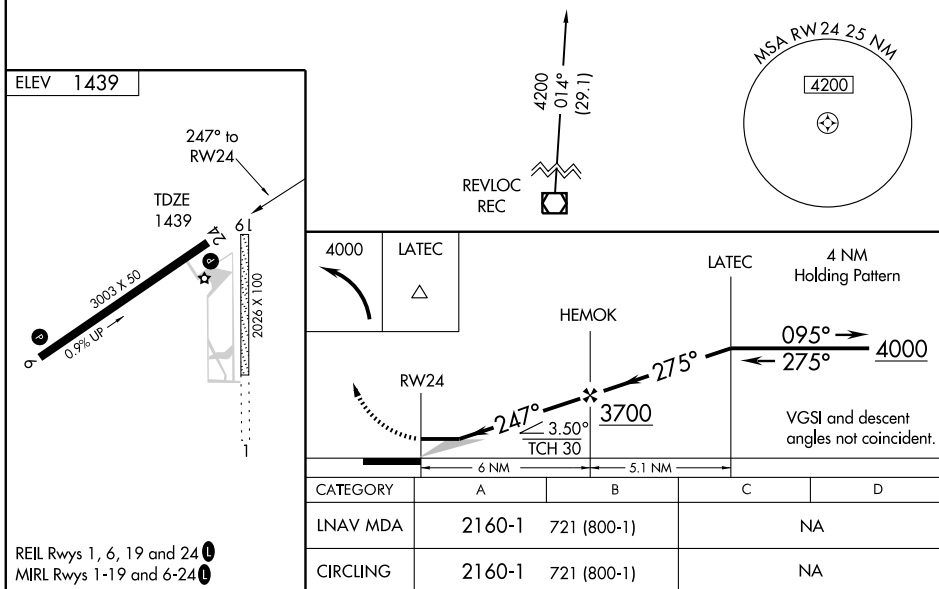
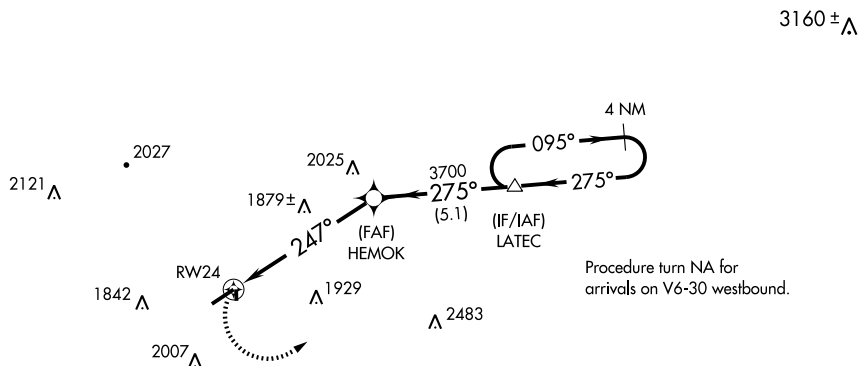
Use Indiana Co-Jimmy Stewart Fld altimeter setting.



Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

JIMMY STEWART FIELD AWOS-3 126.625	CLEVELAND CENTER 126.72 291.65	UNICOM 123.0 (CTAF) 0
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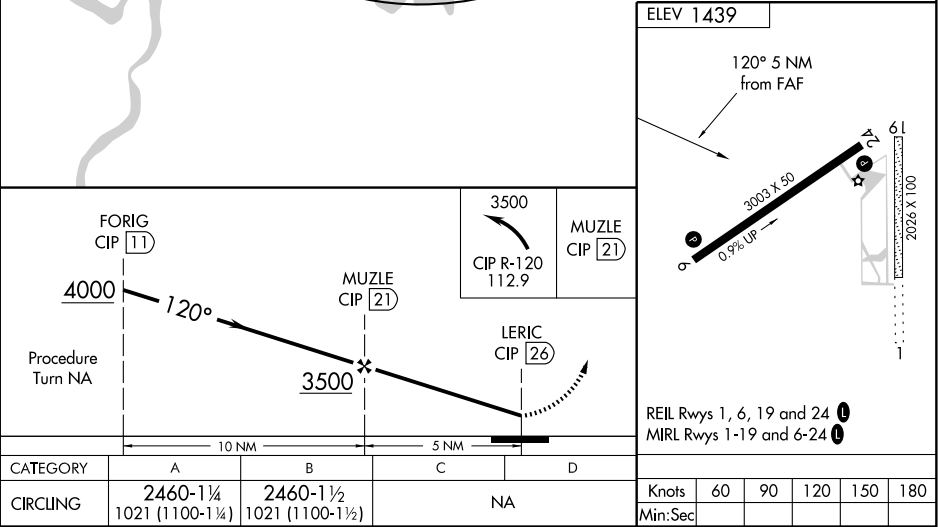
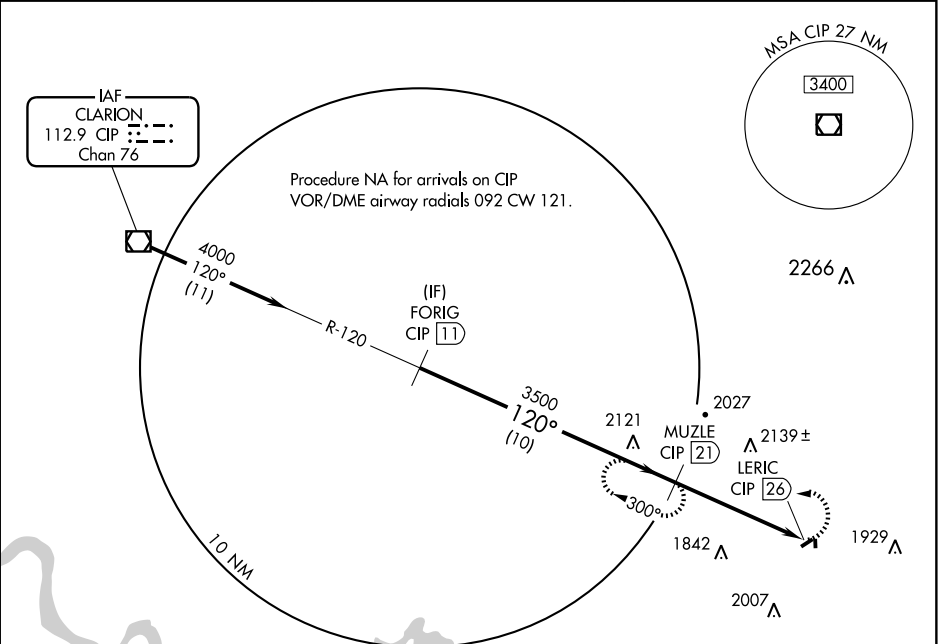


NA

Use Indiana Co-Jimmy Stewart Fld altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

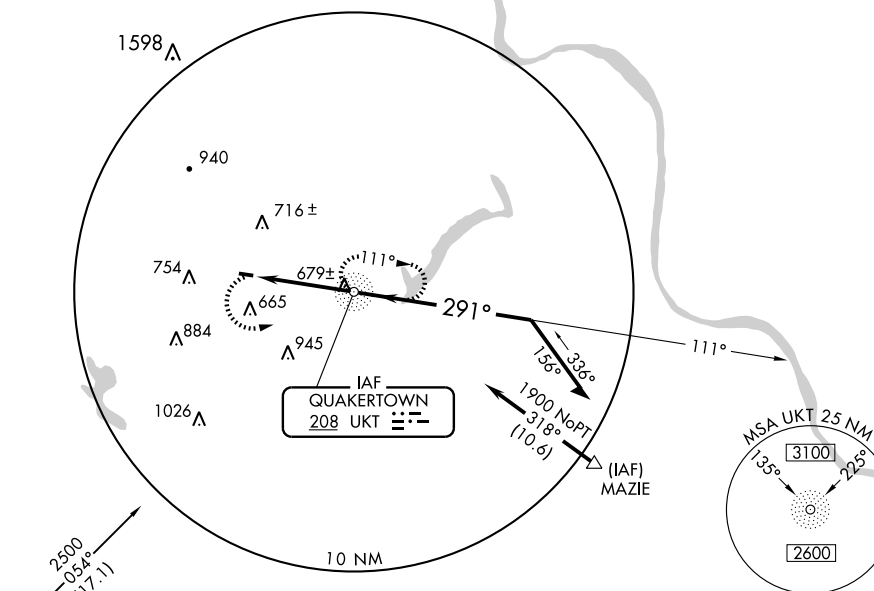
JIMMY STEWART FIELD AWOS-3 126.625	CLEVELAND CENTER 126.72 291.65	UNICOM 123.0 (CTAF) 0
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MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

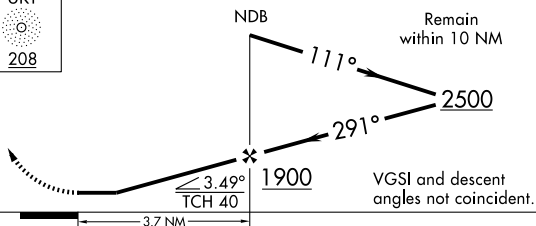
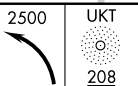
T If local altimeter setting not received, use Pennridge
A altimeter setting.

UNICOM
122.725 (CTAF)



POTTSTOWN
116.5 PTW 
Chan 112

ELEV	526
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MIRL Rwy 11-29

CATEGORY	A	B	C	D
S-29	1000-1	474 (500-1)	1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

▼

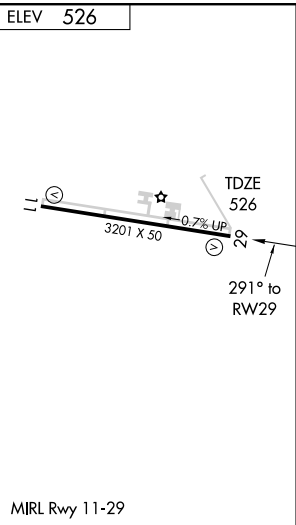
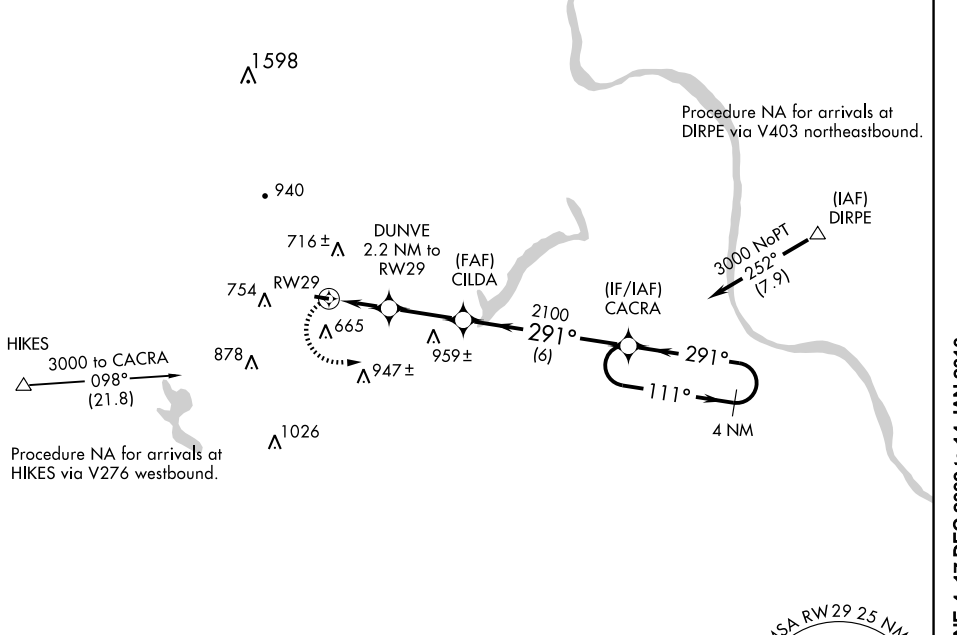
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

▲

If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

QUAKERTOWN AWOS-3 119.475	PENNRIDGE AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.725 (CTAF)
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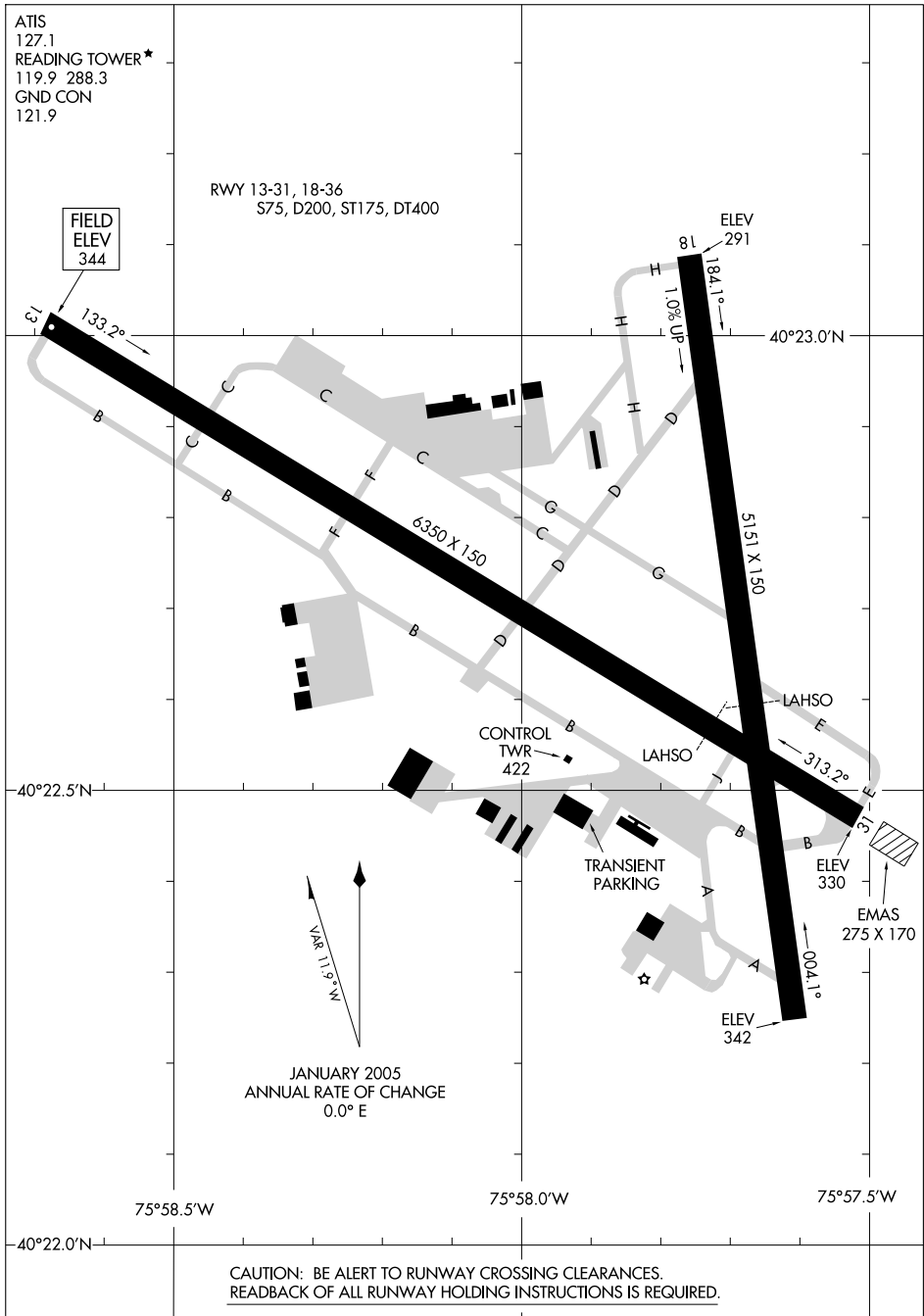
3000	CACRA	*VDP NA when using Pennridge altimeter setting.	CACRA	4 NM Holding Pattern
	DUNVE 2.2 NM to RW29	CILDA		
	*0.8 NM to RW29	2100		
	RW29	1240 TCH 40		
	0.8	1.4	2.7 NM	6 NM
				111° → 3000
				← 291°
				VGSI and descent angles not coincident.
CATEGORY	A	B	C	D
LNAV MDA	960-1	434 (500-1)	960-1¼ 434 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

NE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL / CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA

LOC/DME I-VXO 110.55 Chan 42 (Y)	APP CRS 133°	Rwy Idg TDZE 344 Apt Elev 344
--	------------------------	---

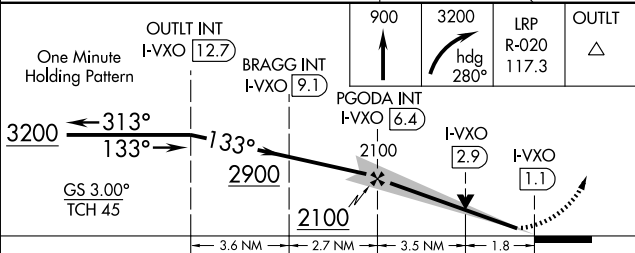
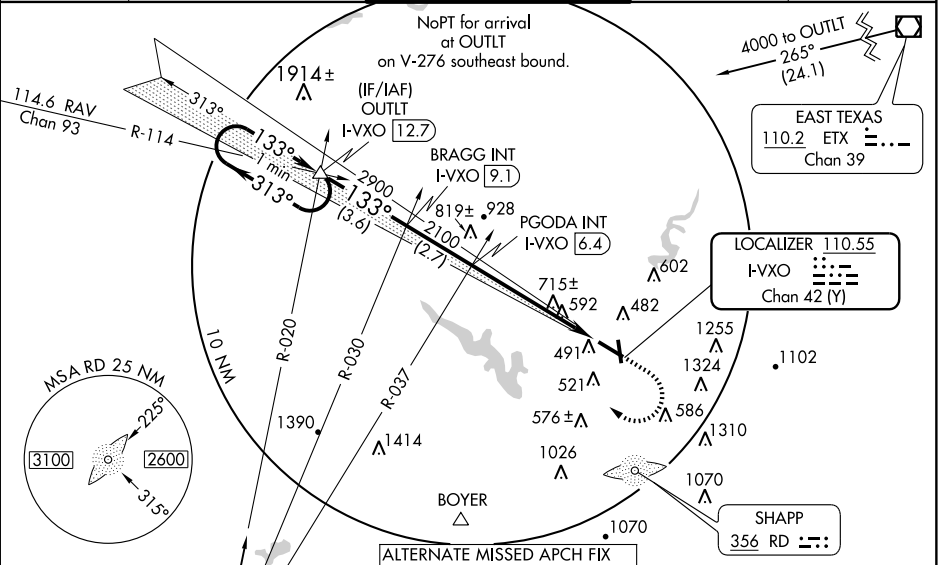
ILS or LOC RWY 13

READING RGNL / CARLA SPAATZ FIELD (R.D.G)

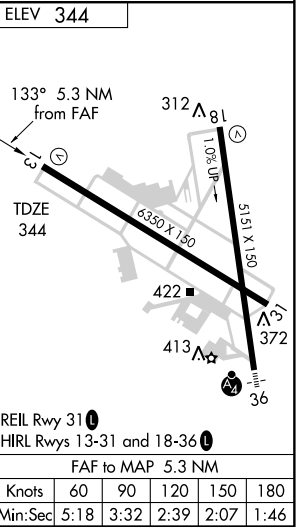
⚠ Visibility reduction by helicopters NA.
⚠ VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and IRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS 127.1	READING APP CON ★ 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 13	544-¾ 200 (200-¾)		594-¾ 250 (300-¾)	
S-LOC 13	980-1 636 (700-1)		980-1¾ 636 (700-1¾)	980-2 636 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)



LOC I-RDG <u>109.5</u>	APP CRS 004°	Rwy Idg 5151 TDZE 343 Apt Elev 344
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ILS or LOC RWY 36

READING RGNL / CARL A SPAATZ FIELD (RDG)

T Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA.

A When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities $\frac{1}{4}$ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility $\frac{1}{4}$ mile, and Girding Cat B and D visibility $\frac{1}{4}$ mile, Cat C visibility $\frac{1}{2}$ mile.

MALSF



MISSED APPROACH: Climb to 3000
via heading 004° and via RAV VORTAC
R-114 to DUMMR INT/RAV 22.9 DME
and hold, continue climb-in-hold to 3000.

ATIS

127.1

READING APP CON ★

125.15 257.9

READING TOWER ★

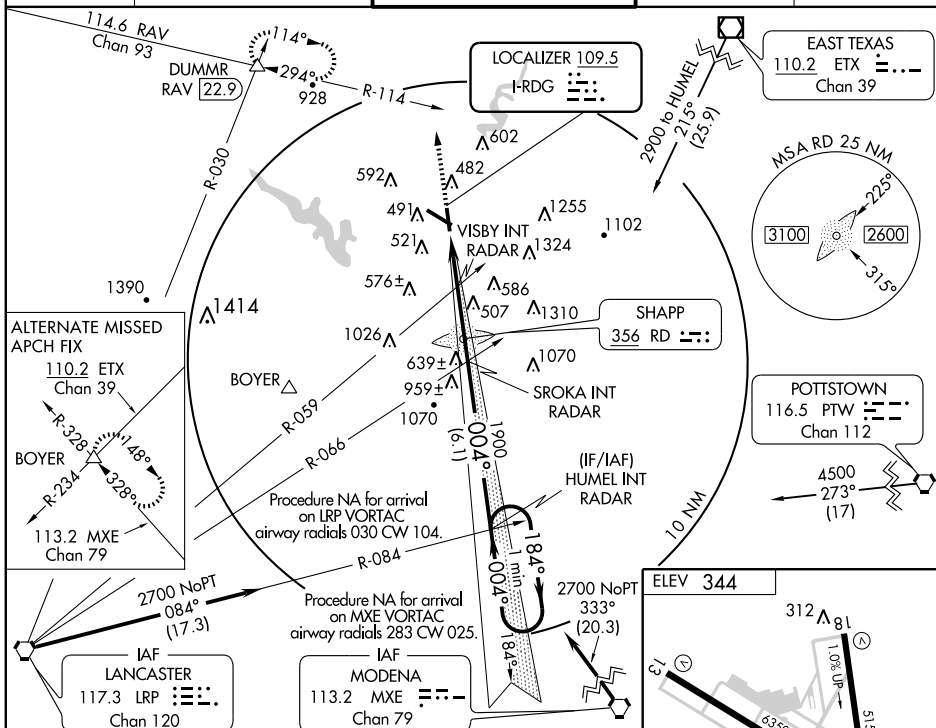
119.9 (CTAF) L 288.3

GND CON

121.9

UNICOM

122.95



3000
↑
hdg 004°

RAV R-114 114.6	DUMMR △
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* LOC only.

SROKA INT RAD
1900

VISBY INT RAD

HUMEL INT RAD


One Minute Holding Pattern

184° → 2700
← 004°

004°
1900

* 920
* 1020 when using Harrisburg Intl altimeter setting.

GS 3.00°
TCH 40

				
CATEGORY	A	B	C	D
S-ILS 36	593-1 250 (300-1)			
S-LOC 36	820-1 477 (500-1)	820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)	
CIRCLING	1000-1 656 (700-1)	1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)	

REIL Rwy 31 L

HURL Rwy 13-31 and 18-36 L

FAF to MAP 47 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

LOM RD	APP CRS	Rwy Idg	5151
<u>356</u>	005°	TDZE	343
		Apt Elev	344

NDB RWY 36

READING RGNL / CARL A SPAATZ FIELD (RDG)

T Straight-in minimums NA at night. Inoperative table does not apply.
A Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility $\frac{1}{4}$ mile, Circling Cat C visibility $\frac{1}{2}$ mile and Cat B and D visibility $\frac{1}{4}$ mile.

MALSE



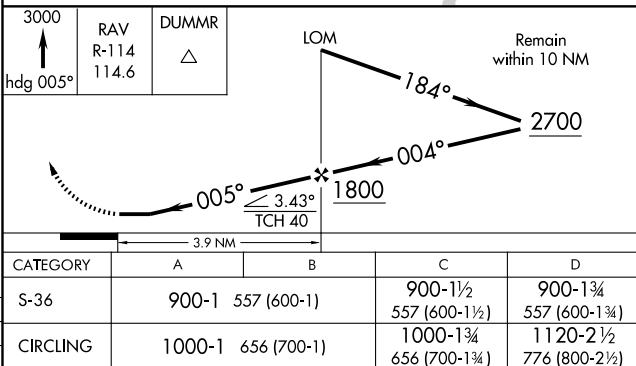
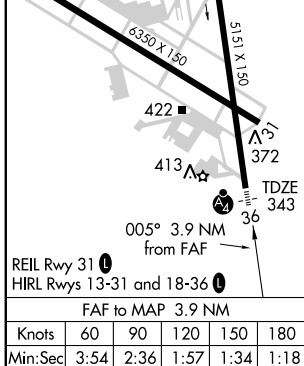
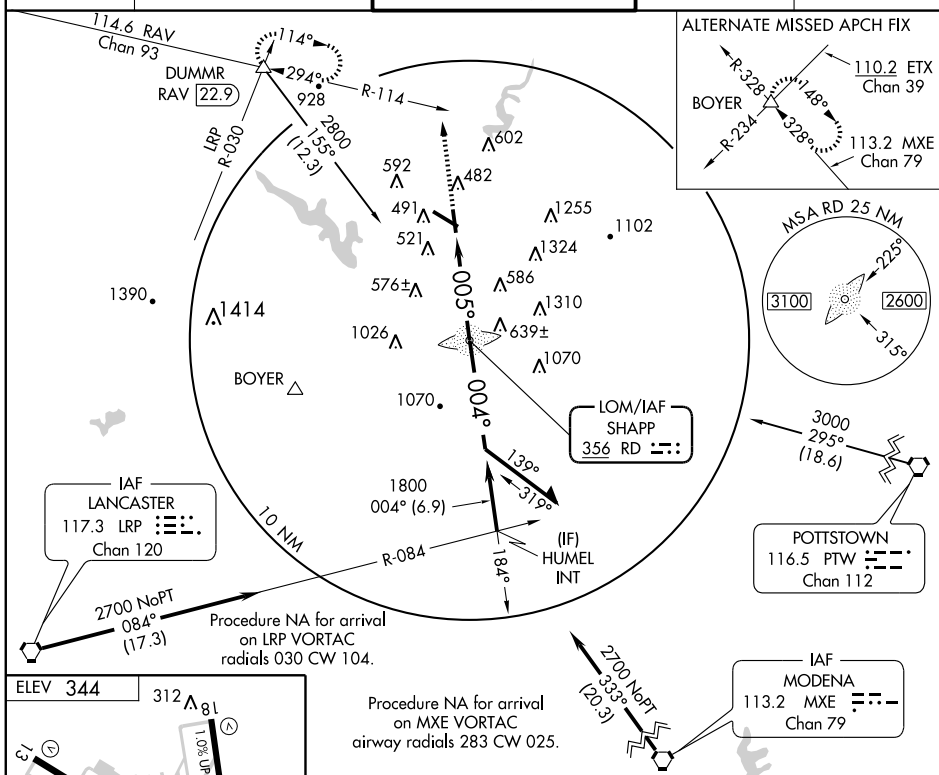
MISSED APPROACH: Climb to 3000
via heading 005° and RAV VORTAC
R-114 to DUMMR INT/RAV 22.9 DME
and hold, continue climb-in-hold to 3000.

ATIS
127.1

READING APP CON ★
125.15 257.9

READING TOWER ★
119.9 (CTAF) 288.3

GND CON
121.9

UNICOM
122.95

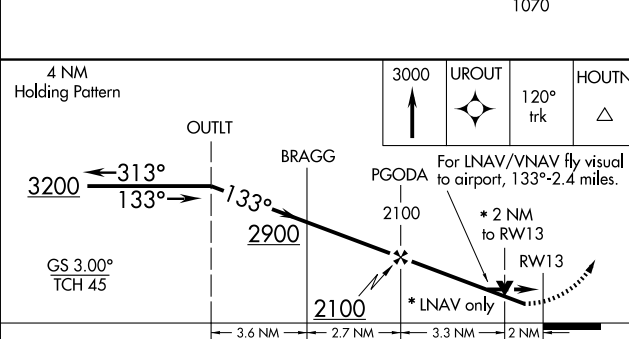
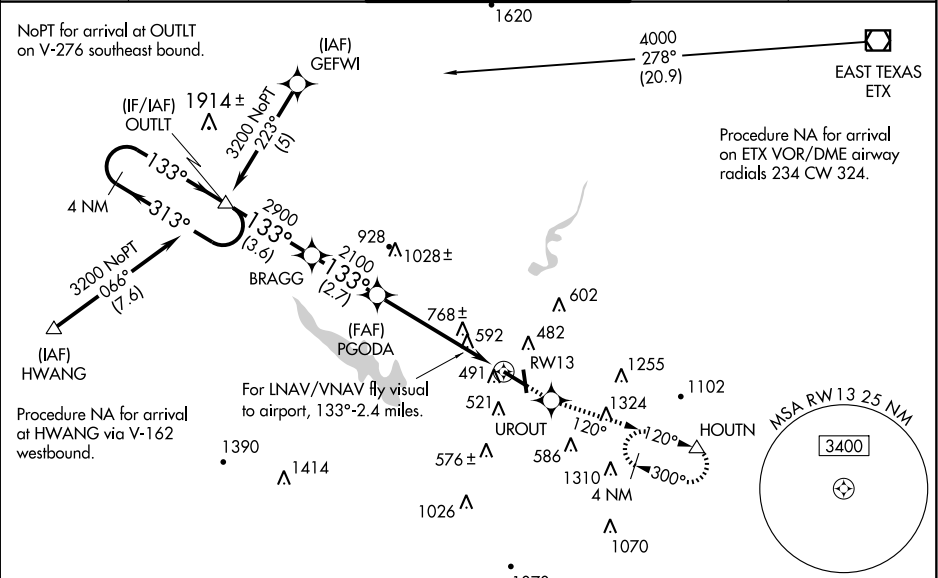
WAAS CH 45712 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	6350 344 344
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RNAV (GPS) RWY 13
READING RGNL / CARL A SPAATZ FIELD (R.D.G)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS 127.1	READING APP CON ★ 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)	1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)	
LNAV MDA	1020-1 676 (700-1)	1020-2 676 (700-2)	1020-2¼ 676 (700-2¼)	
CIRCLING	1020-1 676 (700-1)	1020-2 676 (700-2)	1120-2½ 776 (800-2½)	

REIL Rwy 31 0
HIRL Rwy 13-31 and 18-36 0

RNAV (GPS) RWY 18

READING RGNL / CARL A SPAATZ FIELD (R.D.G)

APP CRS	Rwy Idg	5151
184°	TDZE	319
	Apt Elev	344

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

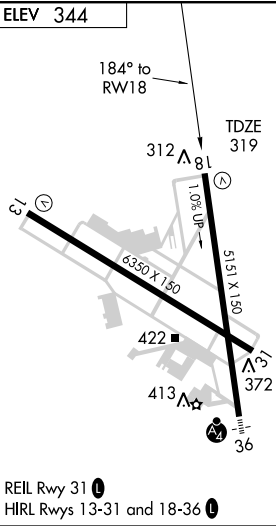
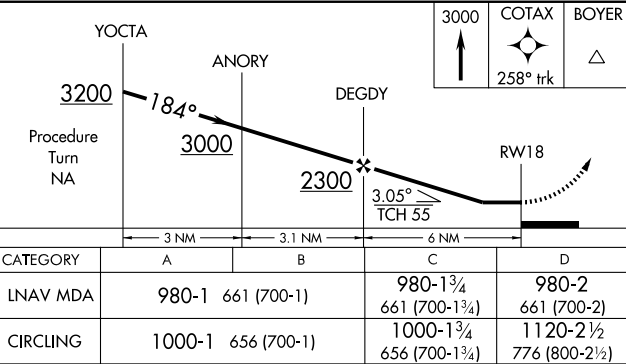
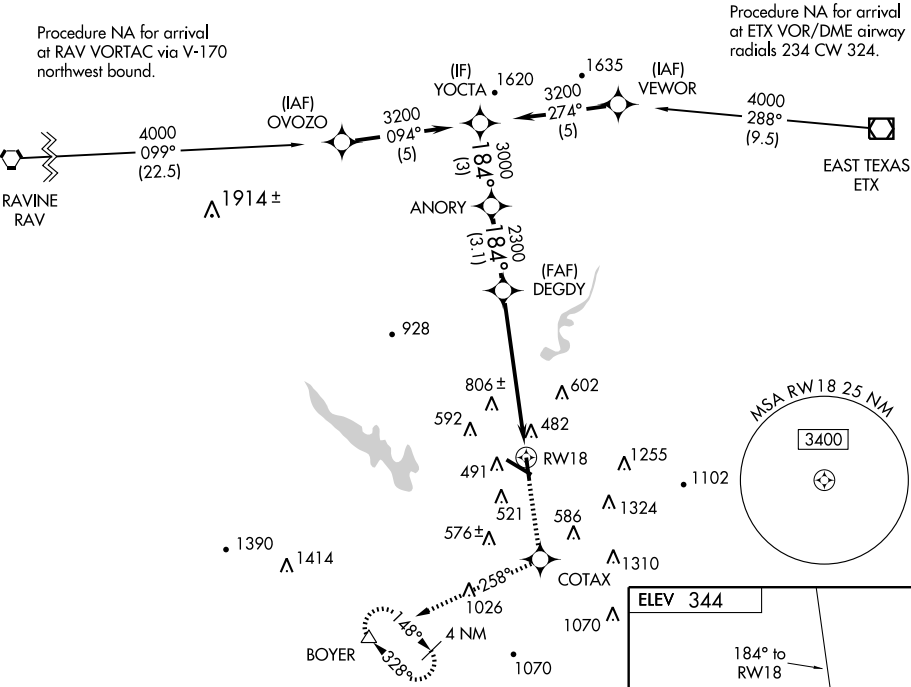
ATIS
127.1

READING APP CON ★
125.15 257.9

READING TOWER ★
119.9 (CTAF) 0 288.3

GND CON
121.9


UNICOM
122.95



WAAS CH 97412 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5151 343 344
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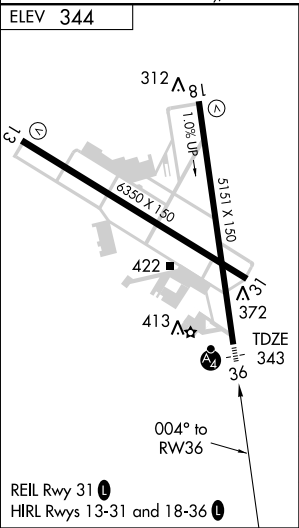
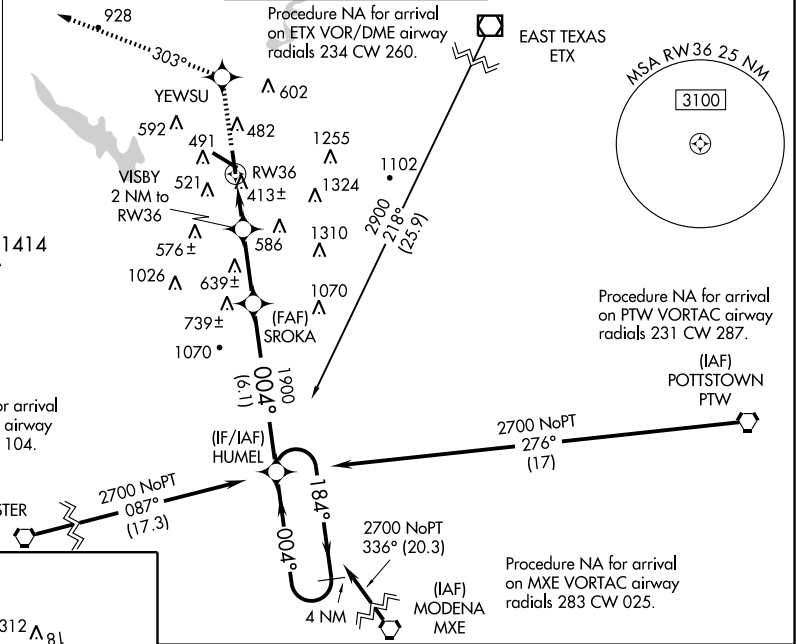
RNAV (GPS) RWY 36
READING RGNL / CARLA SPAATZ FIELD (RDG)

▼ Straight-in minimums NA at night. Inoperative table does not apply.
Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF 	MISSED APPROACH: Climb to 3000 direct YEWUSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.
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ATIS 127.1	READING APP CON ★ 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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MISSED APCH FIX
4 NM
115°
295°
DUMMR



3000	YEWUSU	303° trk	DUMMR	4 NM Holding Pattern
* LNAV only	VISBY 2 NM to RW36	SROKA	1900	184° 2700
	RW36	1020*	1900	GS 3.00° TCH 40
	2 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	622-1	279 (300-1)		
LNAV/ VNAV DA	830-1¾	487 (500-1¾)		
LNAV MDA	740-1	397 (400-1)	740-1¼	397 (400-1¼)
CIRCLING	1000-1	656 (700-1)	1000-1¾	1120-2½
			656 (700-1¾)	776 (800-2½)

APP CRS	Rwy Idg	5001
059°	TDZE	819
	Apt Elev	819

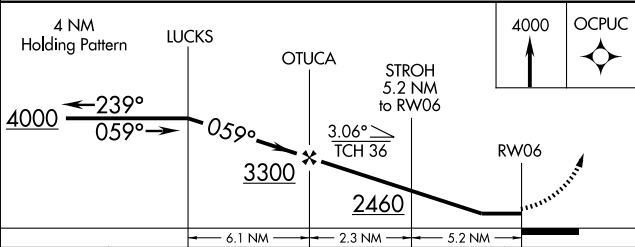
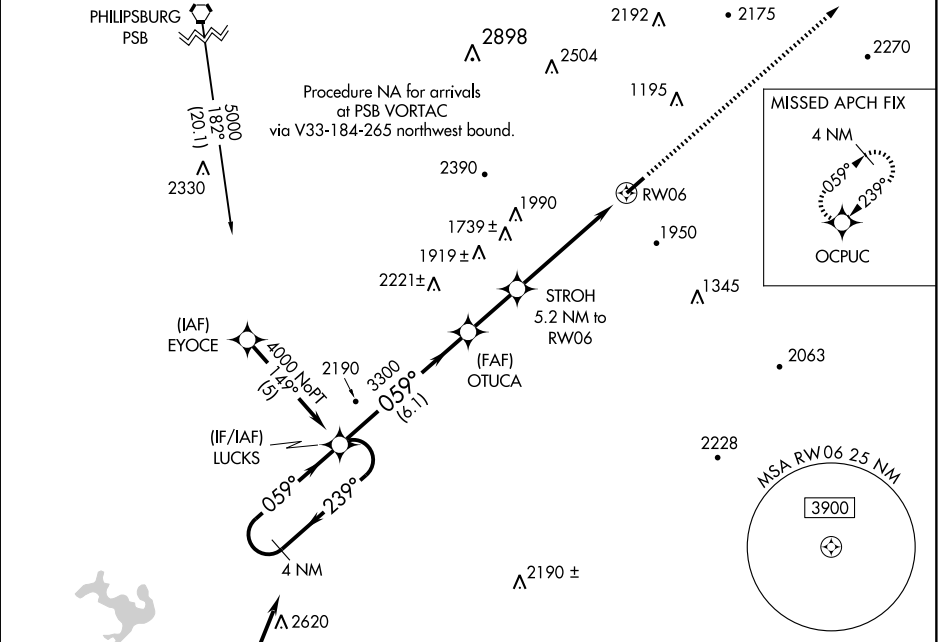
RNAV (GPS) RWY 6
REEDSVILLE/MIFFLIN COUNTY (RVL)

NA

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

AWOS-3 123.85	NEW YORK CENTER 134.8 338.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	
CIRCLING	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	2360-3 1541 (1600-3)

REIL Rwy 6 and 24 0
MIRL Rwy 6-24 0

APP CRS	Rwy Idg	4372
170°	TDZE	456
	Apt Elev	450

RNAV (GPS) RWY 17

SELINGSGROVE/PENN VALLEY (SEG)

▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS 123.975	HARRISBURG APP CON 118.25 269.45	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1340-1¼	884 (900-1¼)	NA	NA
CIRCLING	1400-1¼ 950 (1000-1¼)	1400-1½ 950 (1000-1½)	NA	NA

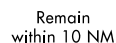
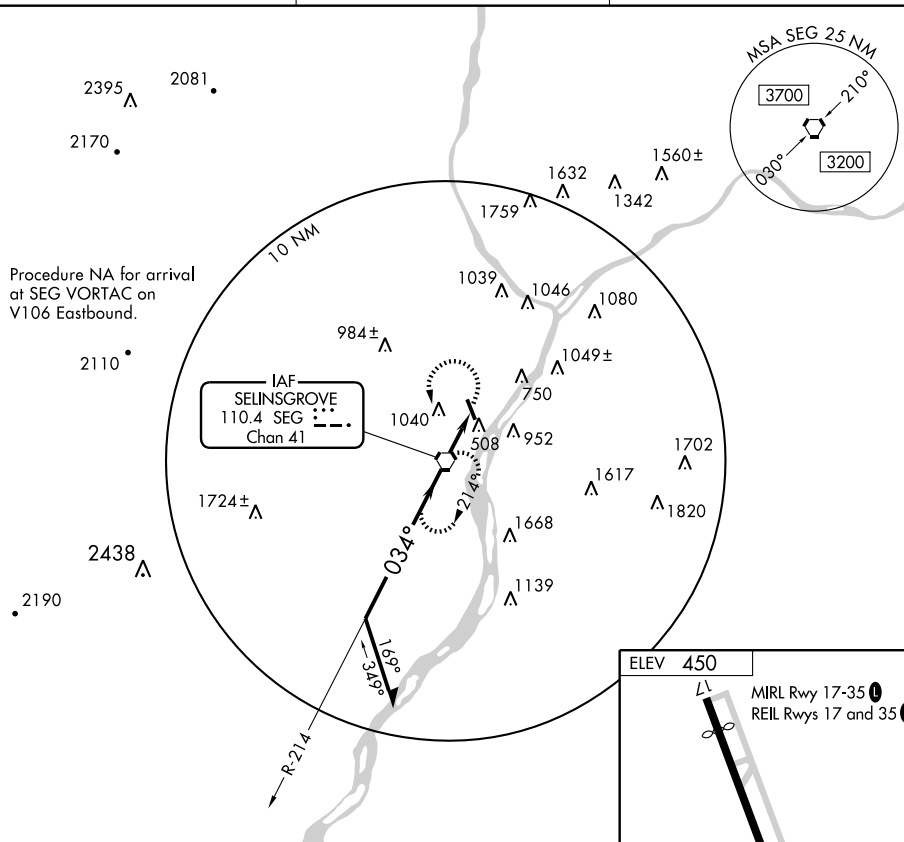
NE-4, 17 DEC 2009 to 14 JAN 2010

VOR-A
SELINGROVE/PENN VALLEY (SEG)

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

HARRISBURG APP CON
118.25 269.45

UNICOM
122.7 (CTAF) **L**



Remain within 10 NM



VORTAC

3400

21°

034°

1900

3400	SEG
	
	110.4

CATEGORY	A	B	C	D	FAF to MAP 1.8 NM					
CIRCLING	1400-1¼	950 (1000-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	1:48	1:12	0:54	0:43	0:36

VORTAC IHD	APP CRS	Rwy Idg	3045
108.2	044°	TDZE	N/A
Chan 19		Apt Elev	2907

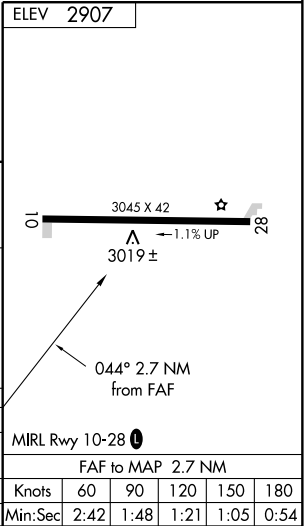
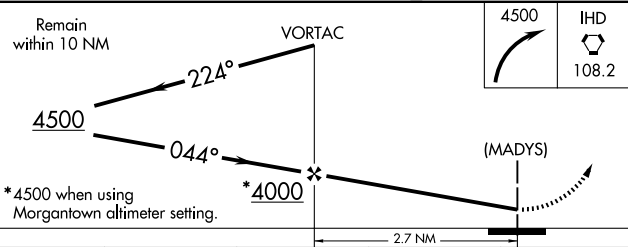
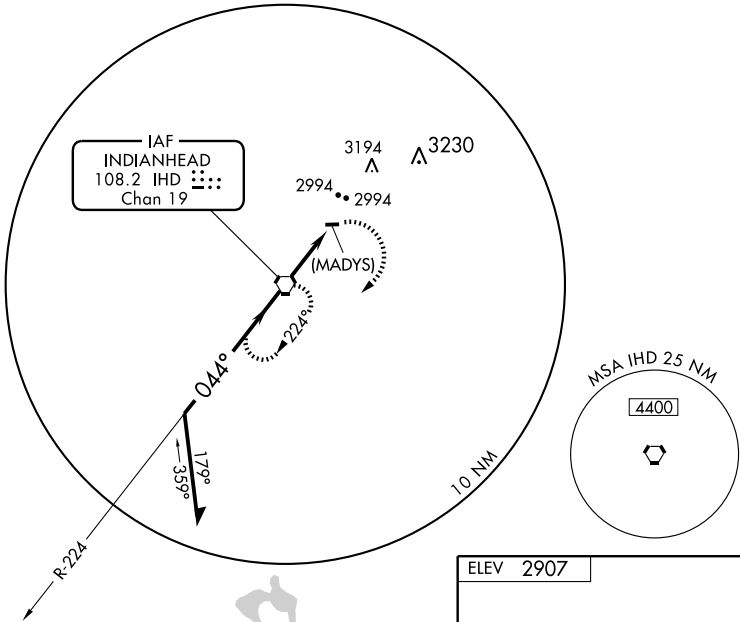
VOR or GPS-A
SEVEN SPRINGS (7SP)

▼ Use Johnstown altimeter setting; when not available,
▲ NA use Morgantown altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 4500 direct
IHD VORTAC and hold.

CLEVELAND CENTER
124.4 327.1

CTAF 0
122.9



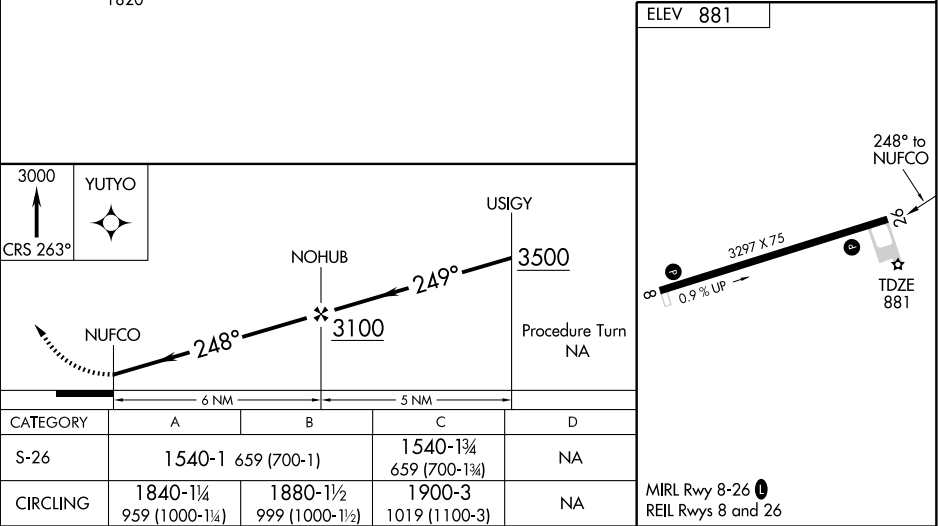
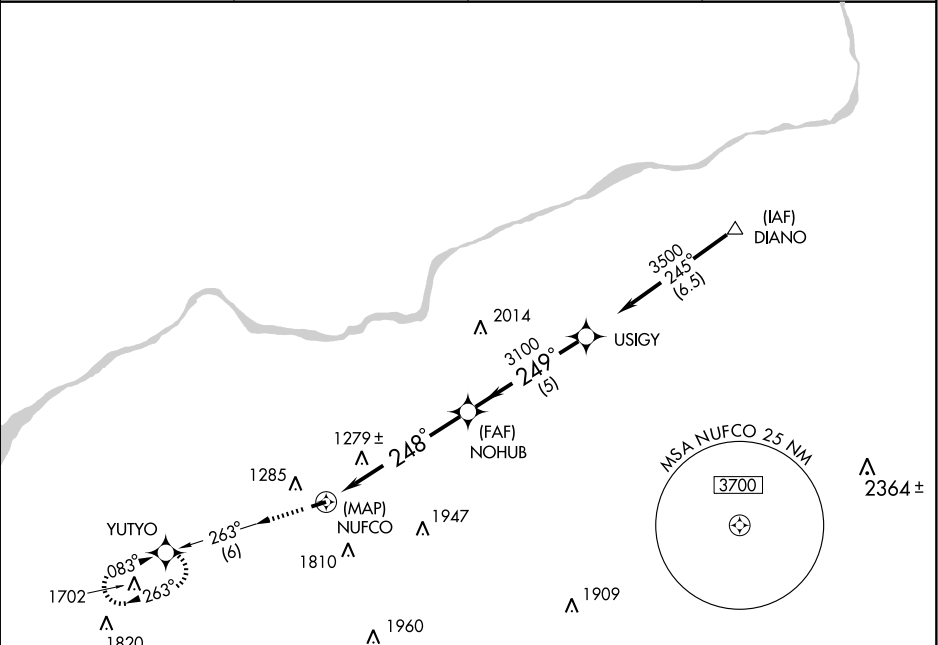
GPS RWY 26

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

APP CRS	Rwy Idg	3297
248°	TDZE	881
	Apt Elev	881

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.
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AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0
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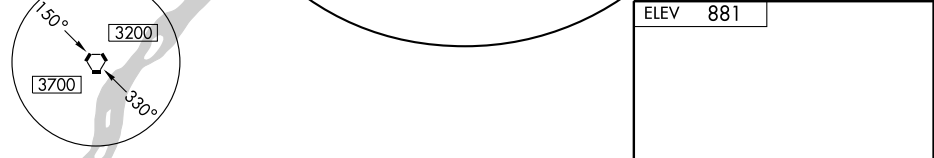
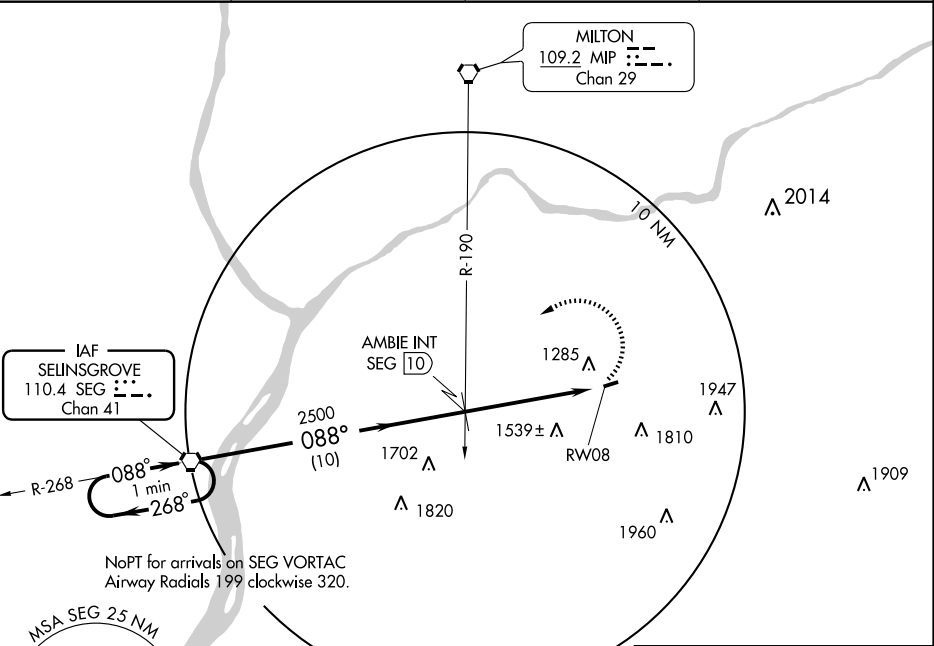


VORTAC SEG	APP CRS	Rwy Idg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	121.8
119.175	118.25 269.45	122.8 (CTAF)	



One Minute Holding Pattern					ELEV 881	
VORTAC					SEG 110.4	
4000 ← 268° 088° → 3500					TDZE 879	
AMBIE INT SEG 10					088° 5.1 NM from FAF	
2500					RW08 SEG 15.1	
10 NM 5.1 NM					MIRL Rwy 8-26	
					REIL Rwy 8 and 26	
					FAF to MAP 5.1 NM	
CATEGORY	A	B	C	D	Knots	
S-8	1980-1¼ 1101 (1100-1¼)	1980-1½ 1101 (1100-1½)	1980-3 1101 (1100-3)	NA	60	90
CIRCLING	1980-1¼ 1099 (1100-1¼)	1980-1½ 1099 (1100-1½)	1980-3 1099 (1100-3)	NA	120	150
					Min:Sec	2:02
					5:06	1:42

LOC I-SOZ	APP CRS	Rwy Idg	5002
108.7	246°	TDZE	2240
		Apt Elev	2275

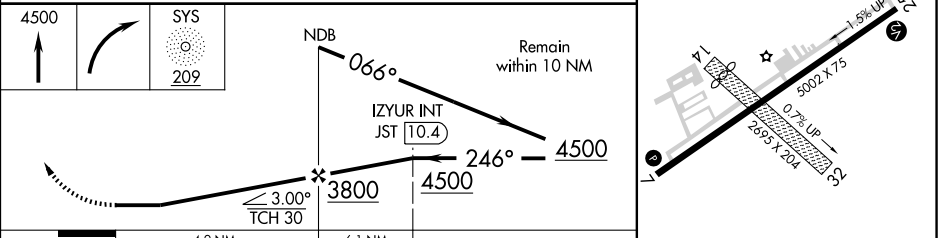
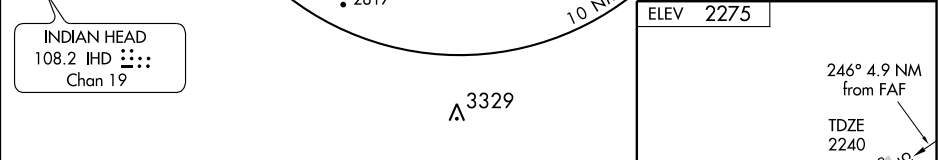
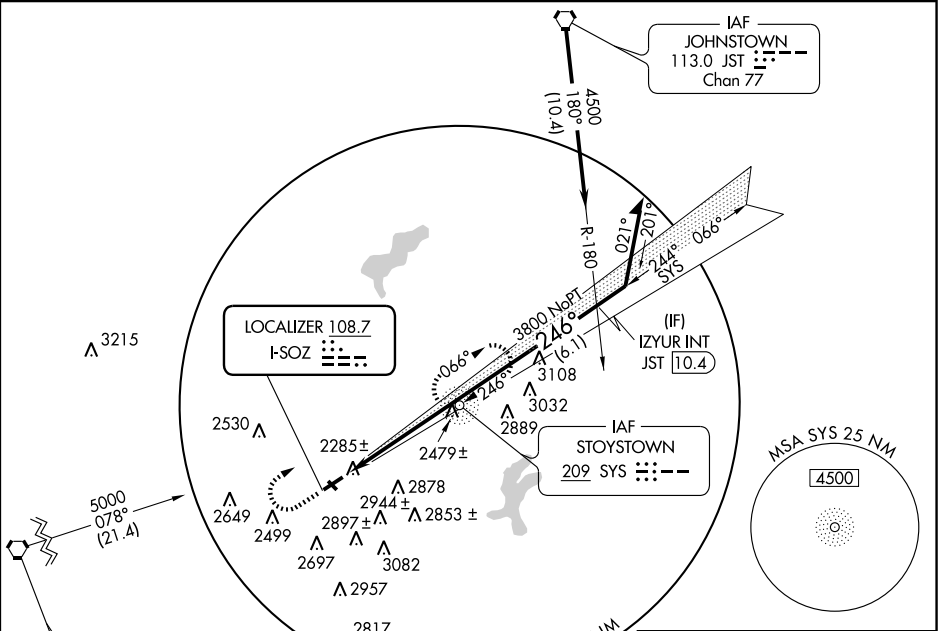
LOC/NDB RWY 25
SOMERSET COUNTY (2G9)

▼
▲ NA

When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3 133.8	CLEVELAND CENTER 124.4 327.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.9 NM				
S-25	2700-1	460 (500-1)	2700-1½ 460 (500-1½)	2700-1½ 460 (500-1½)	60	90	120	150	180
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)	4:54	3:16	2:27	1:58	1:38

NDB SYS
209

APP CRS
248°

Rwy Idg	5002
TDZE	2240
Apt Elev	2275

NDB RWY 25
SOMERSET COUNTY (2G9)

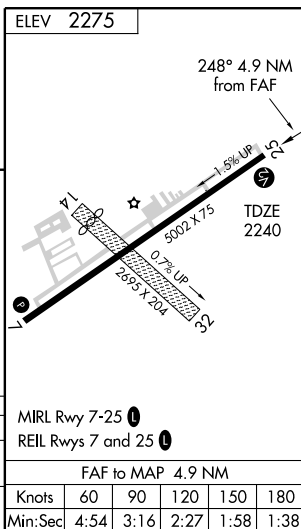
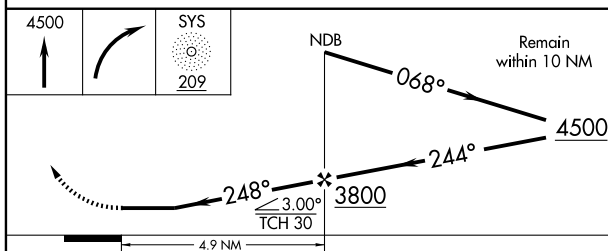
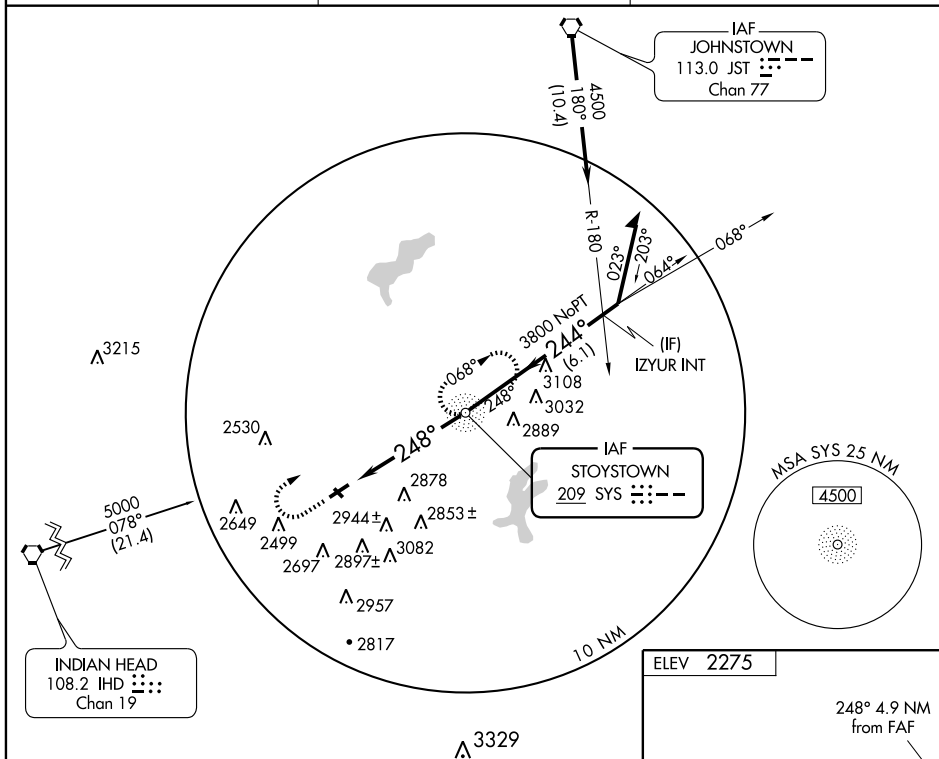
T	When local altimeter setting not received, and increase all MDAs 60 feet.
A NA	Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3
133.8

CLEVELAND CENTER
124.4 327.1

UNICOM
122.8 (CTAF) **L**



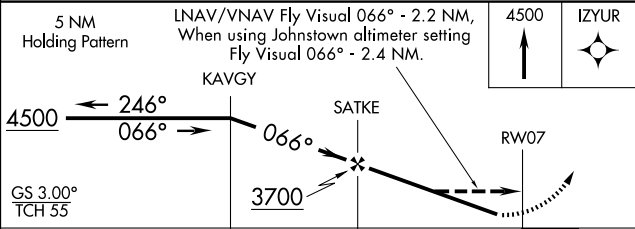
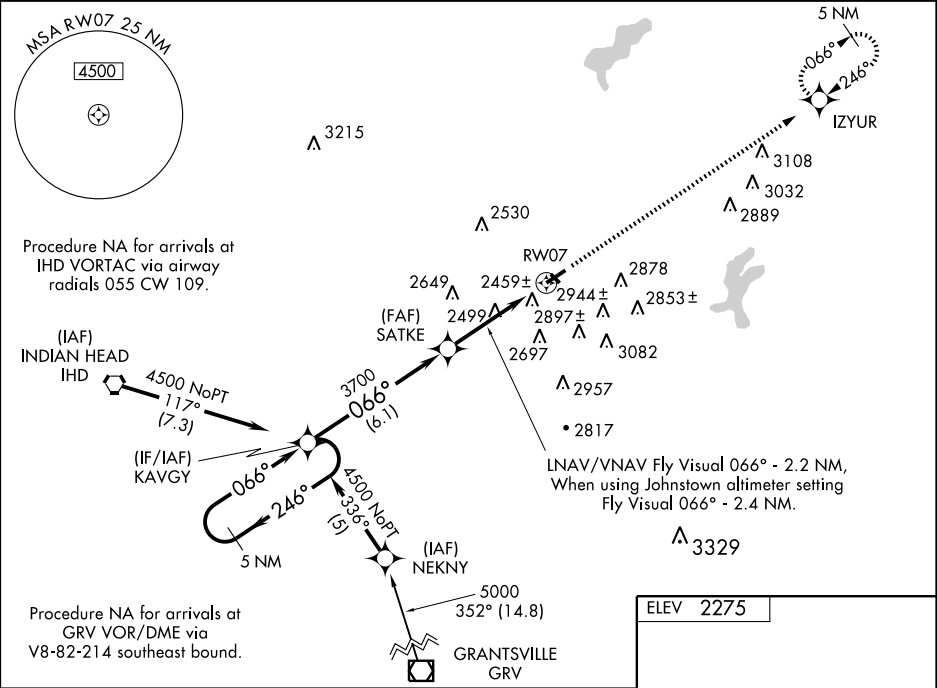
RNAV (GPS) RWY 7
SOMERSET COUNTY (2G9)

WAAS CH 66005 W07A	APP CRS 066°	Rwy Idg TDZE Apt Elev	5002 2275 2275
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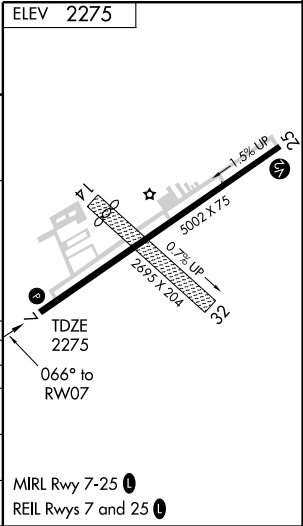
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat C visibility ½ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct
IZYUR and hold.

AWOS-3 133.8	CLEVELAND CENTER 124.4 327.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)	3029-2 ¼ 754 (800-2 ¼)	3029-2 ½ 754 (800-2 ½)	
LNAV MDA	2900-1 625 (700-1)	2900-1 ¾ 625 (700-1 ¾)	2900-2 625 (700-2)	
CIRCLING	2900-1 625 (700-1)	2940-1 ¾ 665 (700-1 ¾)	3300-3 1025 (1100-3)	



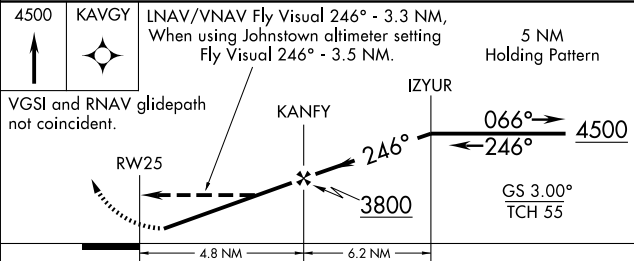
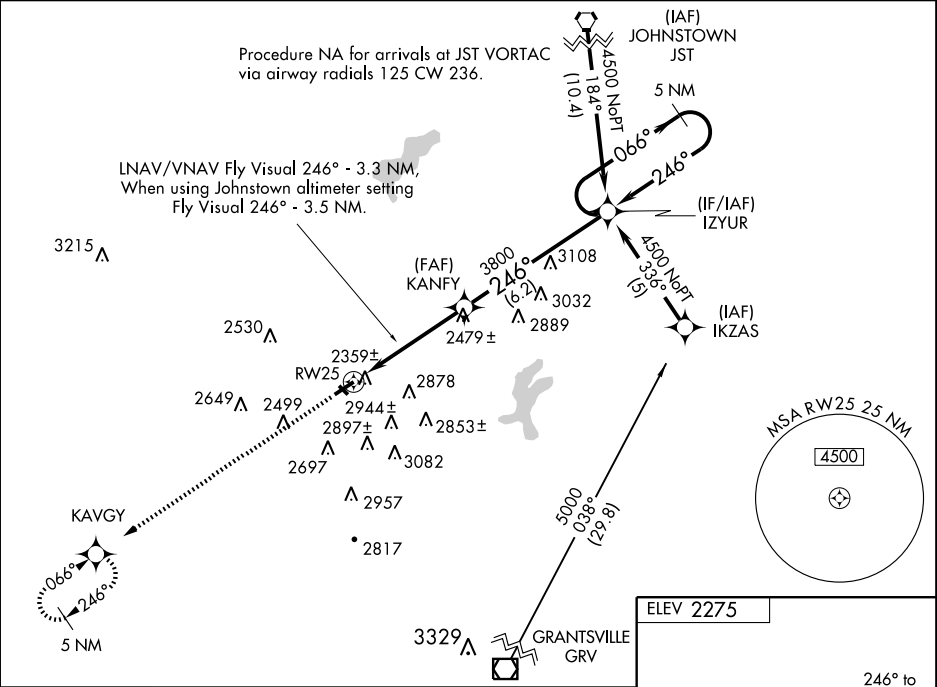
WAAS CH 82205 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev	5002 2240 2275
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RNAV (GPS) RWY 25
SOMERSET COUNTY (2G9)

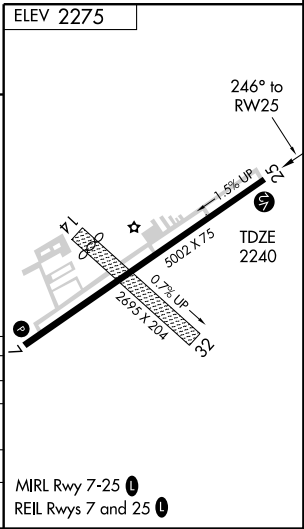
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct
KAVGY and hold.

AWOS-3 133.8	CLEVELAND CENTER 124.4 327.1	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2	1065 (1100-2)	3305-3	1065 (1100-3)
LNAV MDA	2660-1	420 (400-1)	2660-1¼	420 (400-1¼)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)



LOC/DME I-OYM <u>108.9</u> Chan 26	APP CRS 281°	Rwy Idg TDZE Apt Elev	4300 1934 1934
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LOC/DME RWY 28
ST. MARYS MUNI (OYM)

ST. MARYS MUNI (OYM)

T If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table
A NA does not apply. Visibility reduction by helicopters NA.

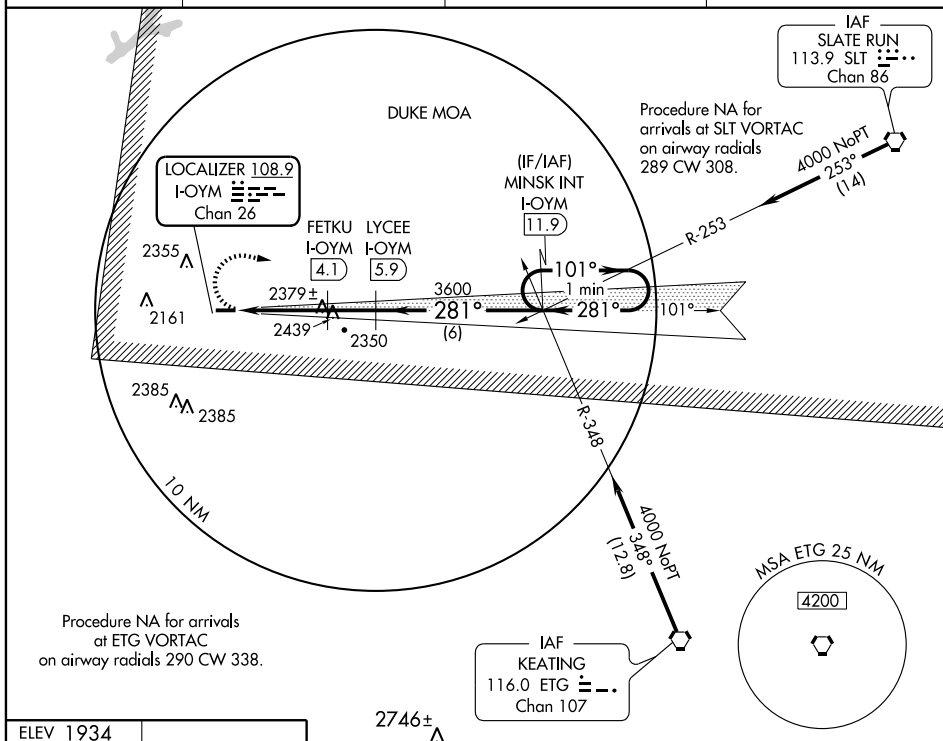
MALS



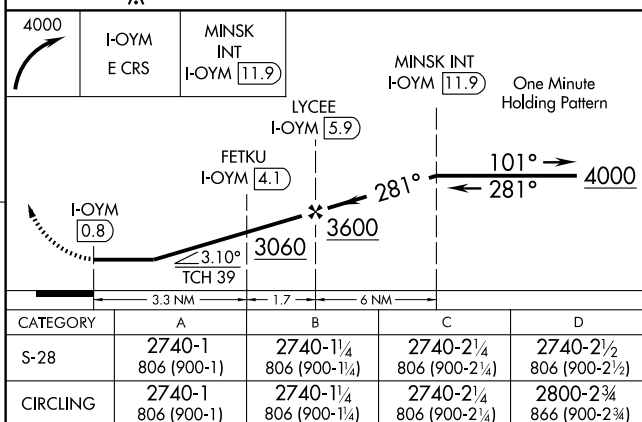
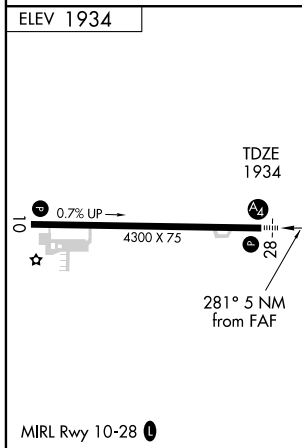
MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

AWOS-3
118.05

CLEVELAND CENTER
124.325 353.85

ALTOONA CLNC DEL
121.3UNICOM
122.7 (CTAF) **L**

NE-4. 17 DEC 2009 to 14 JAN 2010



WAAS CH 40102 W10A	APP CRS 101°	Rwy Idg 4300 TDZE 1909 Apt Elev 1934
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RNAV (GPS) RWY 10

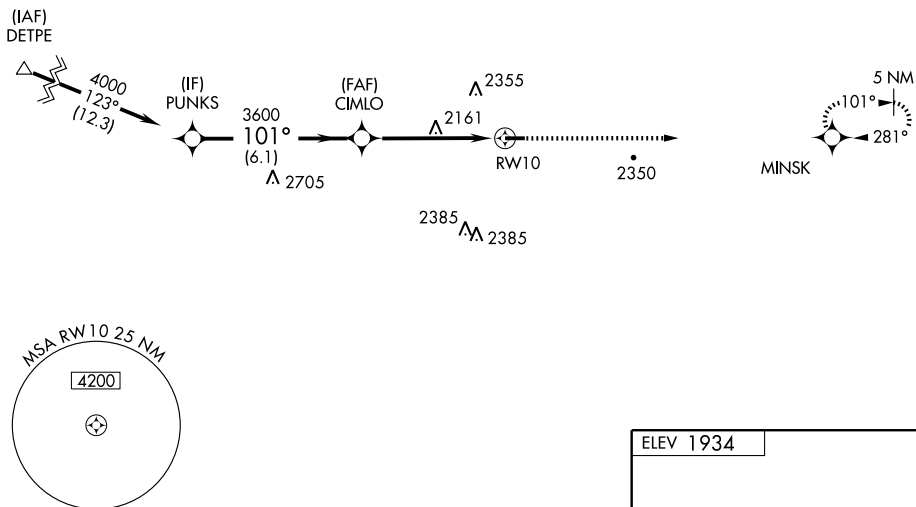
ST. MARYS MUNI (OYM)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use
A NA Bradford altimeter setting and increase DA to 2394 feet and increase
all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

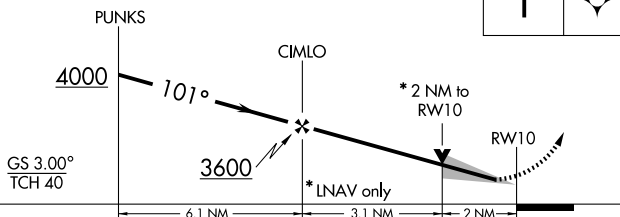
MISSED APPROACH: Climb to 4000
direct MINSK and hold.

AWOS-3 118.05	CLEVELAND CENTER 124.325 353.85	ALTOONA CLNC DEL 121.3	UNICOM 122.7 (CTAF) L
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Procedure NA for arrivals at DETPE
via V184 NW bnd.

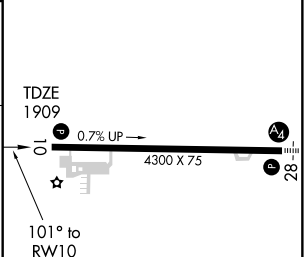


Procedure
Turn
NA



CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1	671 (700-1)	2580-2 671 (700-2)	2580-2 1/4 671 (700-2 1/4)
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2 3/4 866 (900-2 3/4)

ELEV 1934

MIRL Rwy 10-28 **L**

WAAS CH 82302 W28A	APP CRS 281°	Rwy Idg 4300 TDZE 1934 Apt Elev 1934
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RNAV (GPS) RWY 28

ST. MARY'S MUNI (OYM)

NA DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats or LNAV Cat C. VDP NA when using Bradford altimeter setting. If local altimeter not received, use Bradford altimeter setting and increase DA to 2417 and all MDAs 240 feet.

MALS

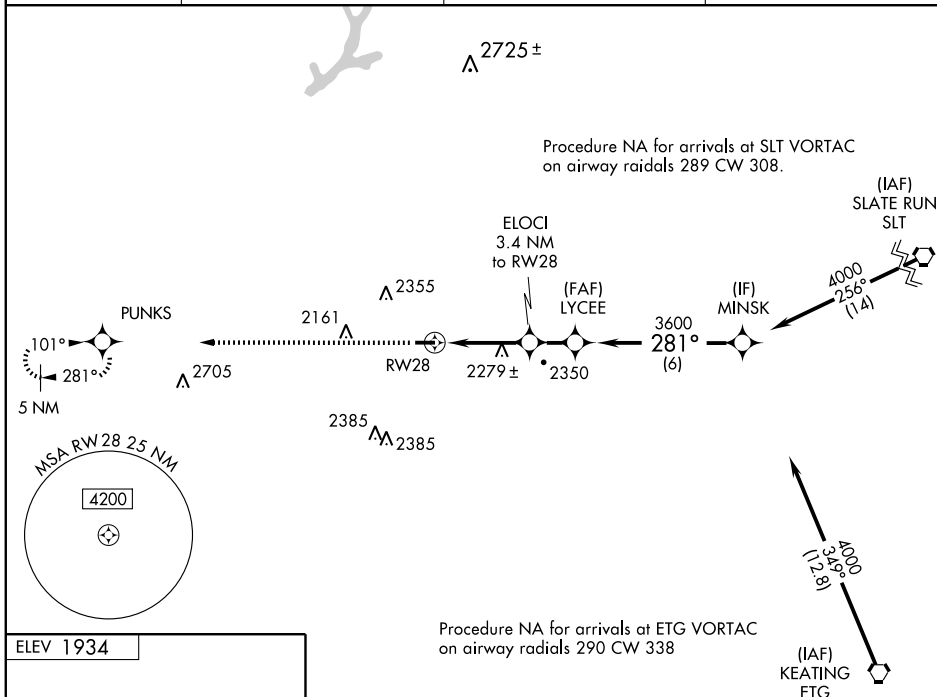


MISSED APPROACH: Climb to 4000
direct PUNKS and hold.

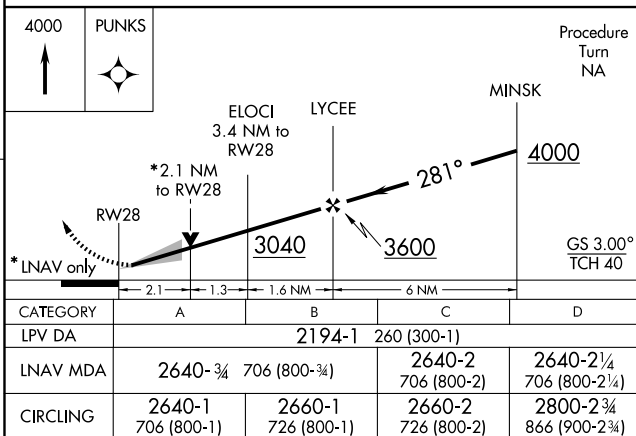
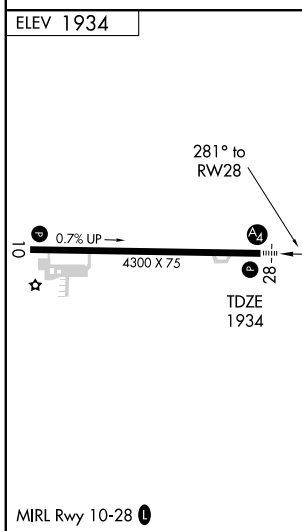
AWOS-3
118.05

CLEVELAND CENTER
124.325 353.85

ALTOONA CLNC DEL
121.3

UNICOM
122.7 (CTAF) **L**

NE-4. 17 DEC 2009 to 14 JAN 2010



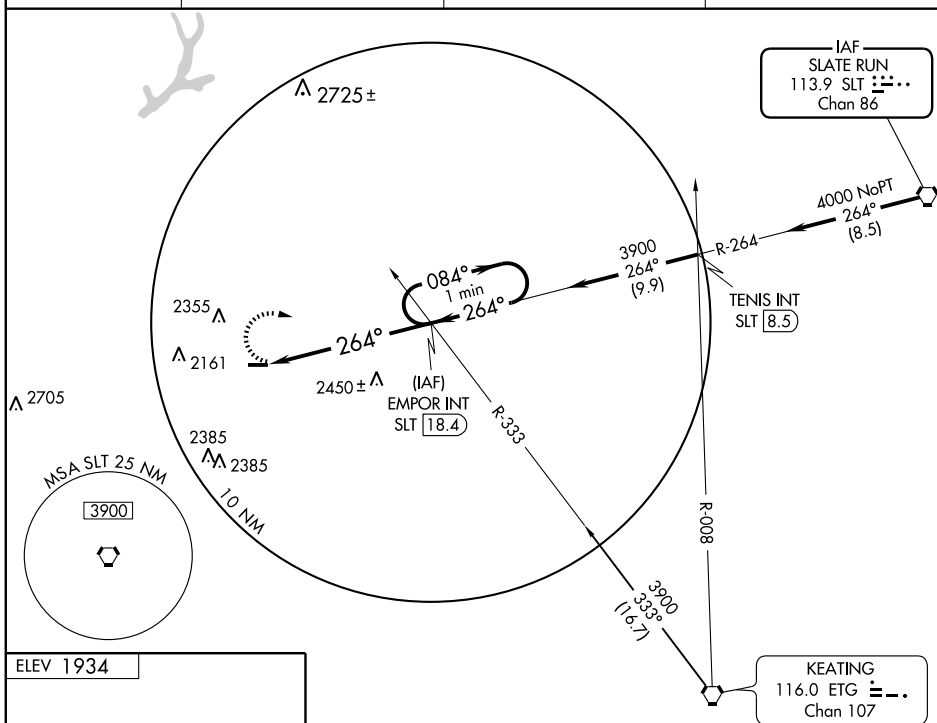
VOR RWY 28
ST. MARYS MUNI (OYM)

MALS


A_4

MISSED APPROACH: Climbing right turn to 3900
via SLT R-264 to EMPOR Int/18.4 DME and hold.

CLEVELAND CENTER
124.325 353.85

ALTOONA CLNC DEL
121.3UNICOM
122.7 (CTAF) **L**


ELEV 1934

3900  SLT R-264 113.9	EMPOR INT
---	--------------

EMPOR INT
SLT 18.4)

One Minute Holding Pattern

SLT
24.4



$$\frac{\angle 3.00^\circ}{\text{TCH } 40}$$

- 6.1 NM

MIRL Rwy 10-28 **L**

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-28	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

LOC I-UNV 111.7	APP CRS 244°	Rwy Idg TDZE Apt Elev	6701 1218 1239
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ILS or LOC RWY 24

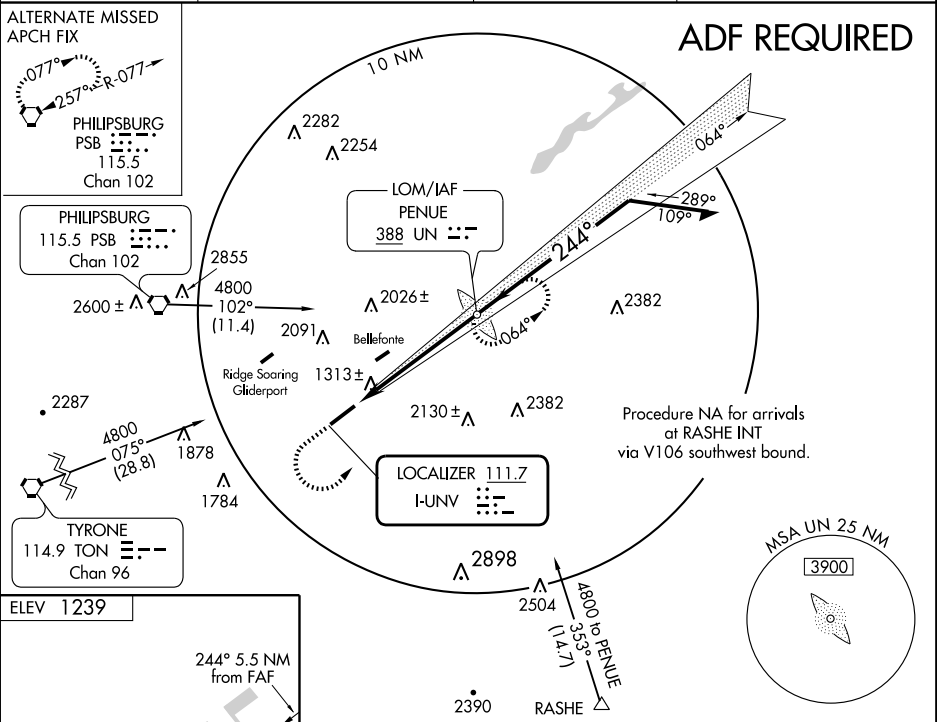
STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 0
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ELEV 1239

244° 5.5 NM from FAF

0.8% UP

TDZE 1218

6701 X 150

REIL Rwy 6 0

HIRL Rwy 6-24 0

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

2600 4000 UN

388

* LOC only.

LOM

3016

064°

244°

3100*

3400

GS 3.00° TCH 55

5.5 NM

CATEGORY	A	B	C	D
S-ILS 24	1418-½ 200 (200-½)			
S-LOC 24	1580-½ 362 (400-½)			1580-¾ 362 (400-¾)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

WAAS CH 87109 W06A	APP CRS 064°	Rwy Idg 6701 TDZE 1231 Apt Elev 1239
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RNAV (GPS) RWY 6

STATE COLLEGE / UNIVERSITY PARK (UNV)



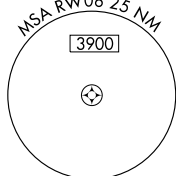
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{2}$ mile; increase Circling Cats C and D visibility $\frac{1}{4}$ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 4000 direct
HUXET and hold.

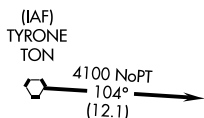
AWOS-3
127.65

NEW YORK CENTER
134.8 338.3

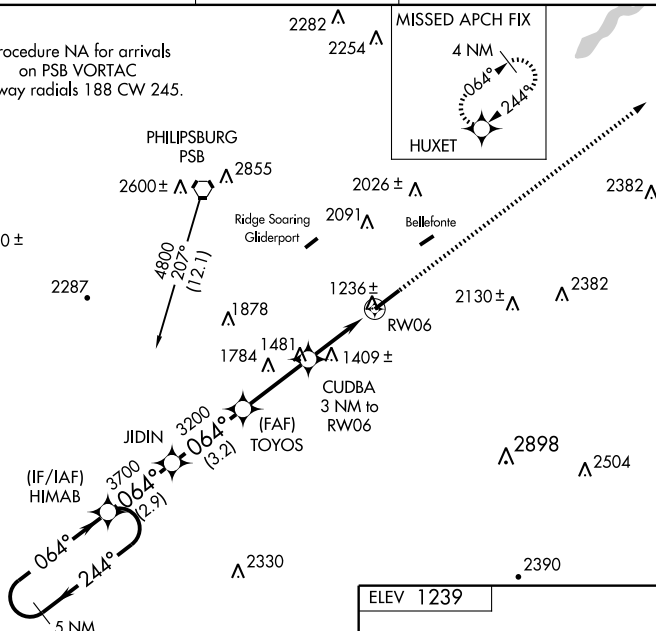
CLNC DEL
118.55

UNICOM
122.8 (CTAF) **L**

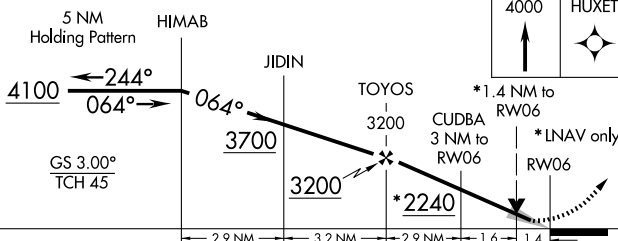
Procedure NA for arrivals
on PSB VORTAC
airway radials 188 CW 245.



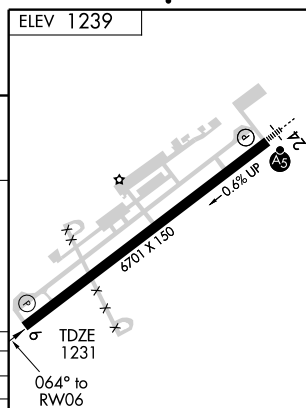
Procedure NA for arrivals
at TON VORTAC
via V276 westbound.



ELEV 1239



CATEGORY		A		B		C		D	
LPV	DA	1481- ³ / ₄		250 (300- ³ / ₄)					
LNAV/ VNAV	DA	1681-1 ¹ / ₂		450 (500-1 ¹ / ₂)					
LNAV	MDA	1720-1	489 (500-1)	1720-1 ¹ / ₄ 489 (500-1 ³ / ₄)		1720-1 ¹ / ₂ 489 (500-1 ¹ / ₂)			
CIRCLING		1720-1	481 (500-1)	1720-1 ¹ / ₂ 481 (500-1 ¹ / ₂)		1800-2 561 (600-2)			



REIL Rwy 6 **L**
HIRL Rwy 6-24 **L**

WAAS CH 61309 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	6701 1218 1239
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RNAV (GPS) RWY 24

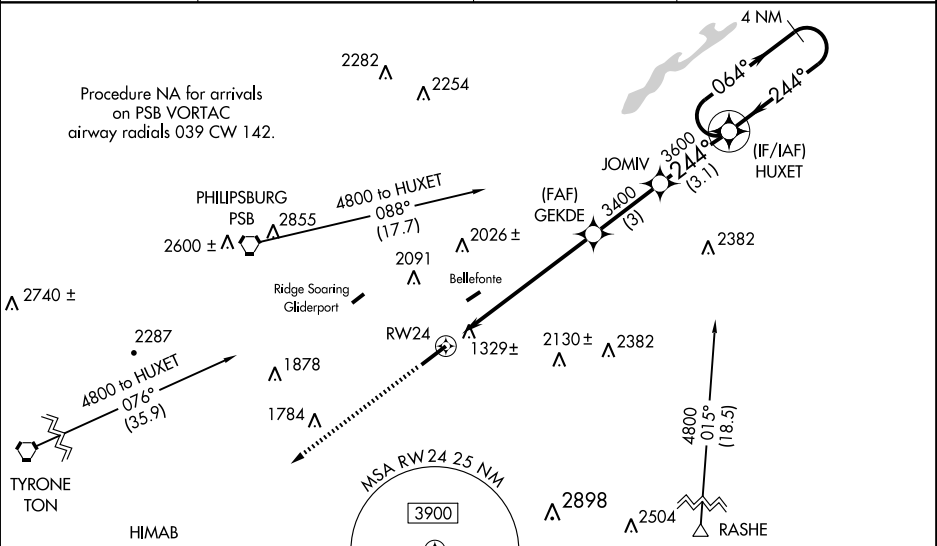
STATE COLLEGE/ UNIVERSITY PARK (UNV)

⚠ Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSRS, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSRS when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

MALSRS

MISSED APPROACH:
Climb to 4100 direct
HIMAB and hold.

AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CLNC DEL 118.55	UNICOM 122.8 (CTAF)
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<div><div>4100 HIMAB</div><div></div></div>				
*LNAV only. *1.2 NM to RWY 24				
CATEGORY	A	B	C	D
LPV DA	1418-½ 200 (200-½)			
LNAV/VNAV DA	1635-1 417 (400-1)			
LNAV MDA	1620-½ 402 (400-½)		1620-¾ 402 (400-¾)	1620-1 402 (400-1)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-½ 461 (500-½)	1800-2 561 (600-2)

REIL Rwy 6

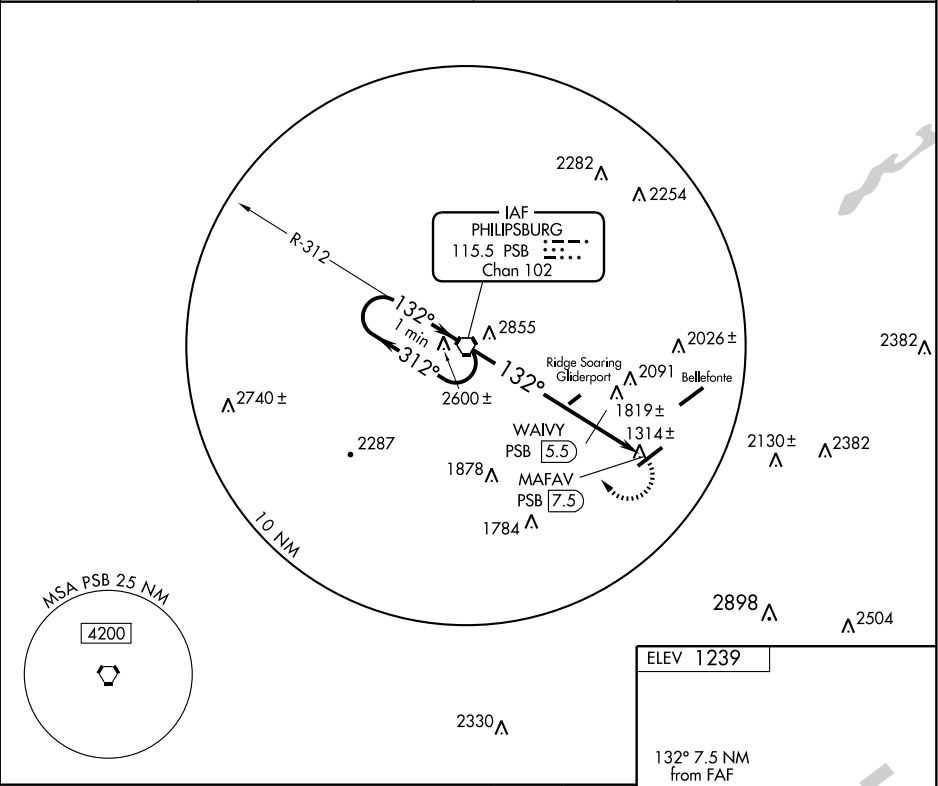
HIRL Rwy 6-24

VORTAC PSB 115.5 Chan 102	APP CRS 132°	Rwy Idg TDZE Apt Elev N/A 1239
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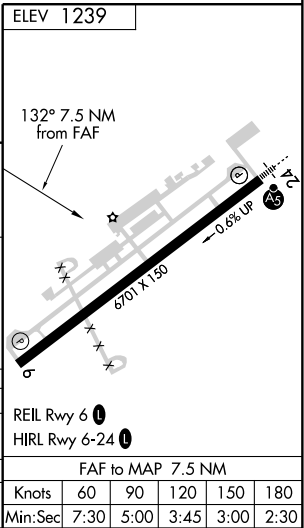
STATE COLLEGE / UNIVERSITY PARK (UNV)

<p>⚠ Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.</p>
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AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 0
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<p>One Minute Holding Pattern</p> <p>4000 ← 312° / 132° →</p> <p>*2800 when using Clearfield altimeter setting.</p>				
<p>VORTAC</p> <p>WAIVY PSB 5.5 MAFAY PSB 7.5</p> <p>*2680</p> <p>5.5 NM 2 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3	1441 (1500-3)
WAIVY FIX MINIMUMS				
CIRCLING	1960-1 721 (800-1)	1960-2 721 (800-2)	1960-2¼ 721 (800-2¼)	



APP CRS	Rwy Idg	N/A
232°	TDZE	N/A
	Apt Elev	1729

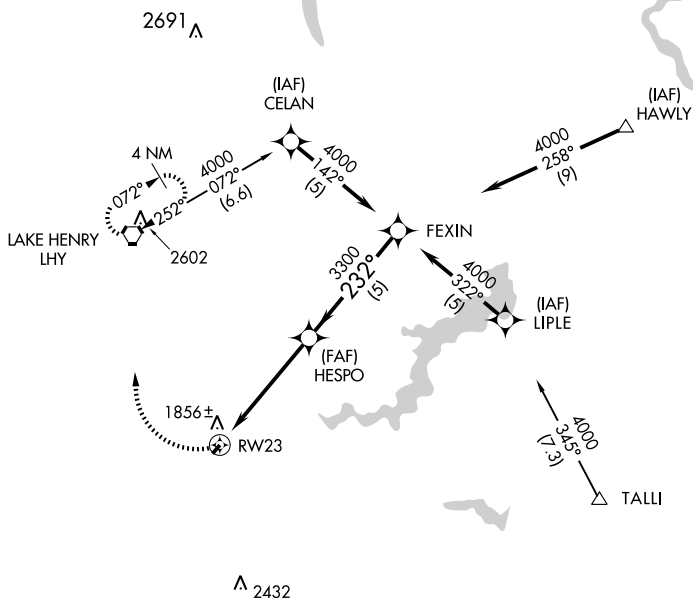
RNAV (GPS)-A

STERLING / SPRING HILL (70N)

T Use Wilkes-Barre/Scranton Intl altimeter setting.
A NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

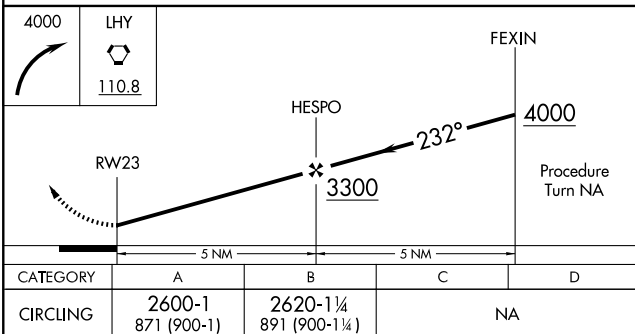
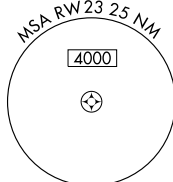
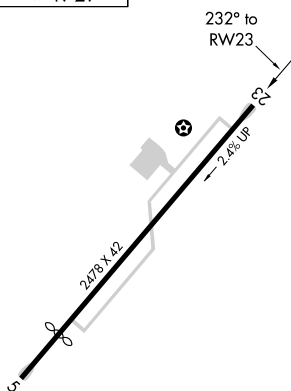
MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

CTAF **L**
122.9

NE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1729

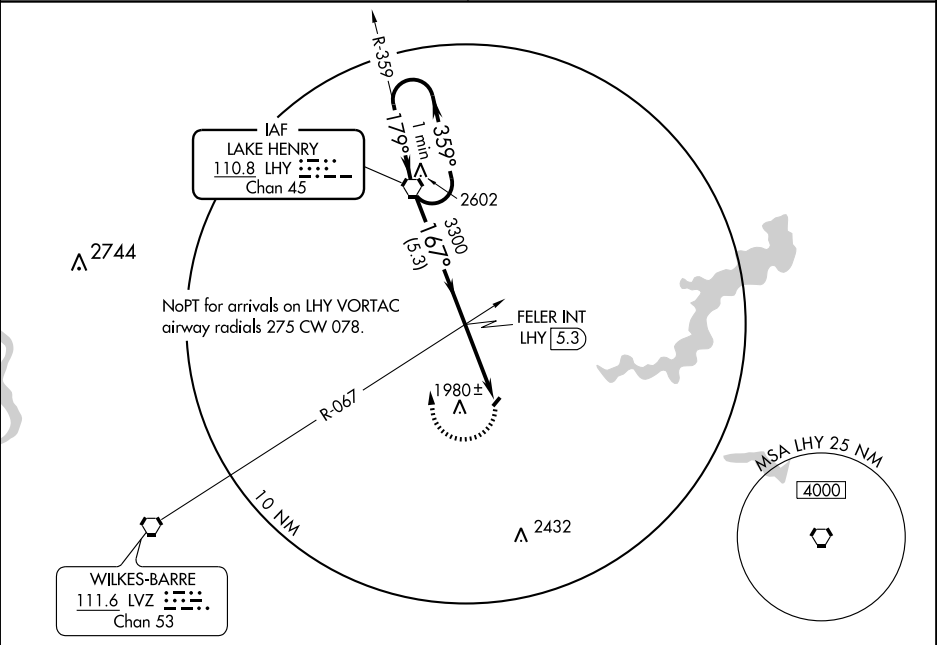
LIRL Rwy 5-23 **L**

VORTAC LHY	APP CRS	Rwy Idg	N/A
110.8	167°	TDZE	N/A
Chan 45		Apt Elev	1729

VOR-B

STERLING/SPRING HILL (70°N)

<div><div><div></div><div>NA</div></div><div>Use Wilkes-Barre/Scranton Intl altimeter setting.</div></div>	MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.
WILKES-BARRE APP CON 126.3 256.7	CTAF 122.9



ELEV 1729					167° 2.9 NM from FAF				
4000					LHY 110.8				
VORTAC					FELER INT LHY 5.3				
4000					LHY 8.2				
3300					LIRL Rwy 5-23				
5.3 NM					2.9 NM				
CATEGORY					FAF to MAP 2.9 NM				
A					Knots				
B					60 90 120 150 180				
C					Min:Sec				
D					2:54 1:56 1:27 1:10 0:58				
CIRCLING									
2600-1									
871 (900-1)									
2620-1¼									
891 (900-1¼)									
NA									

VOR or GPS-A
TITUSVILLE (6G1)

VOR FKL 109.6	APP CRS 033°	Rwy Idg TDZE Apt Elev	N/A N/A 1600
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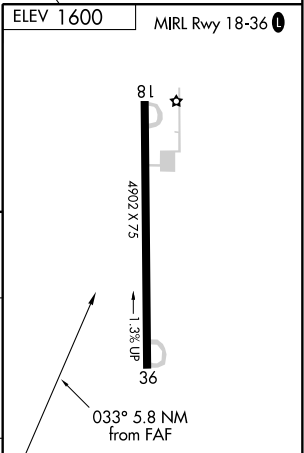
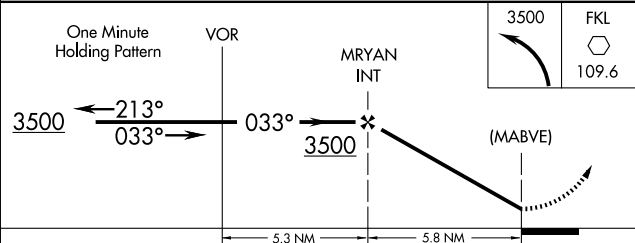
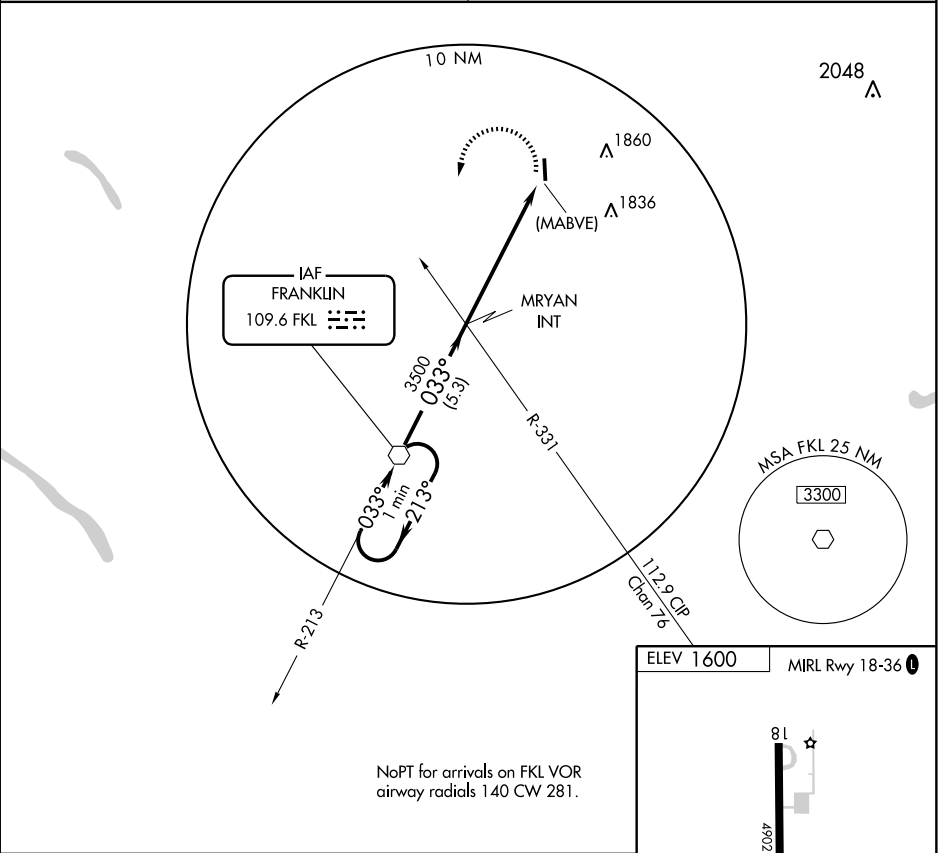
NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

YOUNGSTOWN APP CON ★ 133.95 322.3

CTAF 122.9



CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
CIRCLING	2200-1	600 (600-1)	2200-1½ 600 (600-1½)	2260-2 660 (700-2)	Knots	60	90	120	150	180
					Min:Sec	5:48	3:52	2:54	2:19	1:56

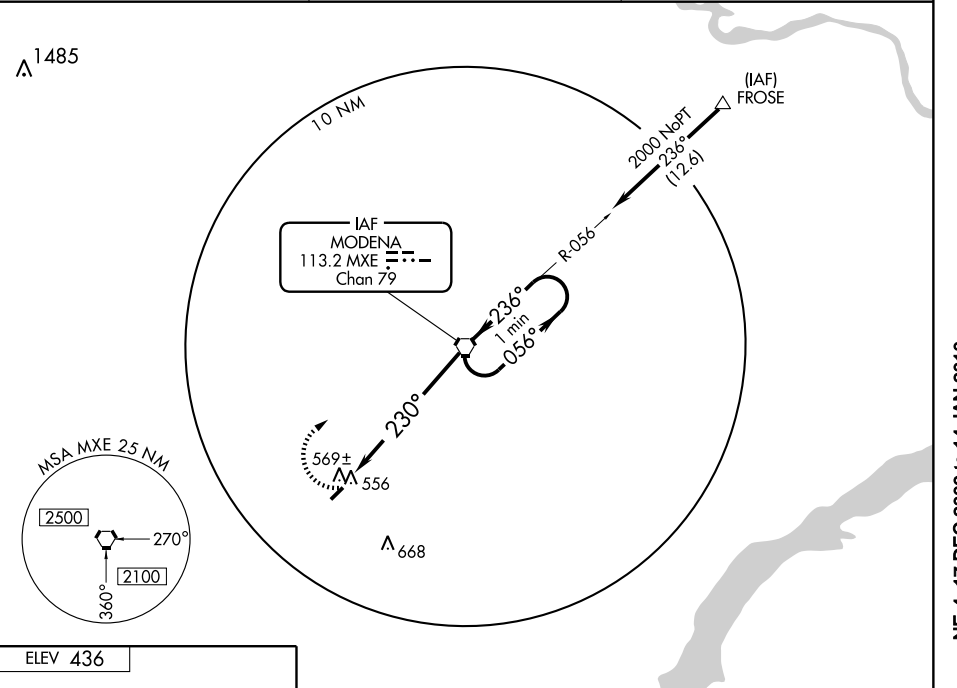
▼

NA


Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.


PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.05 (CTAF)
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2000




MXE




113.2

MXE

6.7



230°



6.7 NM

VORTAC

One Minute Holding Pattern

056° →

← 236°

2000

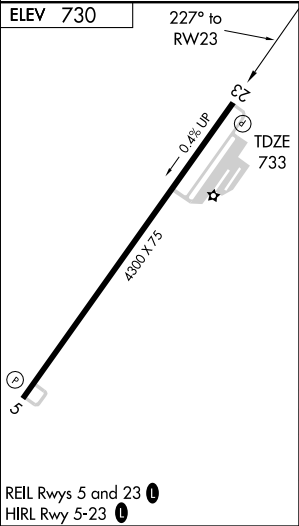
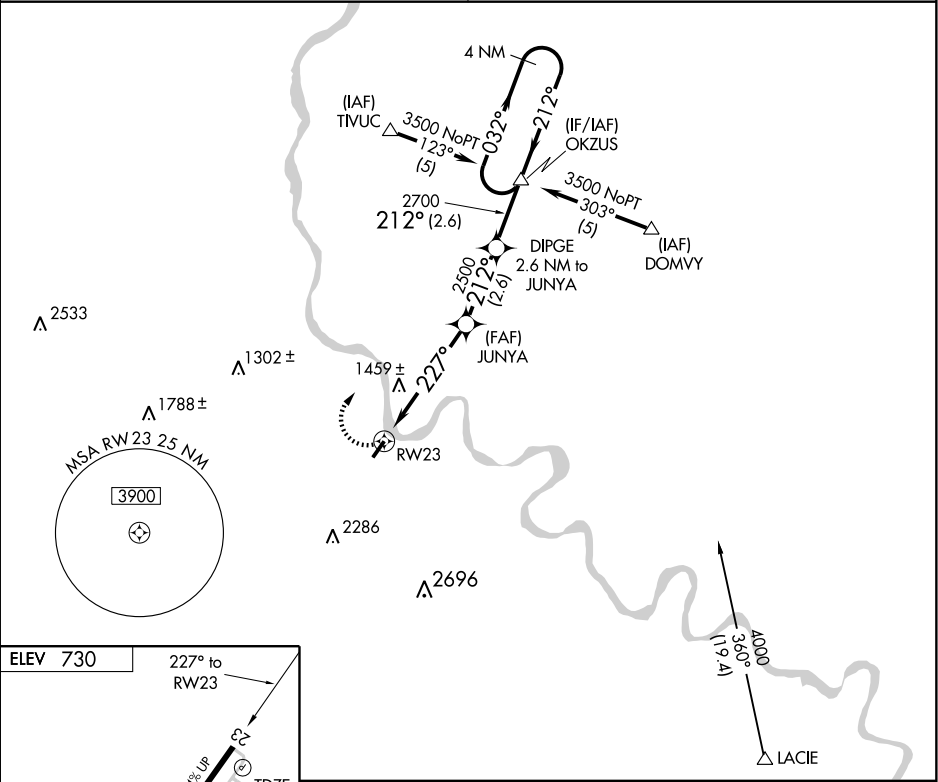
CATEGORY	A	B	C	D
S-24	940-1	504 (600-1)	940-1½ 504 (600-1½)	NA
CIRCLING	960-1	524 (600-1)	960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1	584 (600-1)	1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1	604 (700-1)	1040-1¾ 604 (700-1¾)	NA

APP CRS 227°	Rwy Idg TDZE Apt Elev	4300 733 730
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RNAV (GPS) RWY 23
TOWANDA/ BRADFORD COUNTY (N27)

Use Tri-Cities, NY altimeter setting NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.
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BINGHAMTON APP CON 118.6 257.625	UNICOM 123.0 (CTAF)
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	OKZUS 	4 NM Holding Pattern			
		JUNYA 2500	DIPGE 2.6 NM to JUNYA	OKZUS	
RWY 23		212°	2700	032°	3500
5.5 NM		2.6 NM	2.6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1800-1¼ 1067 (1100-1¼)	1800-1½ 1067 (1100-1½)	NA		
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA		

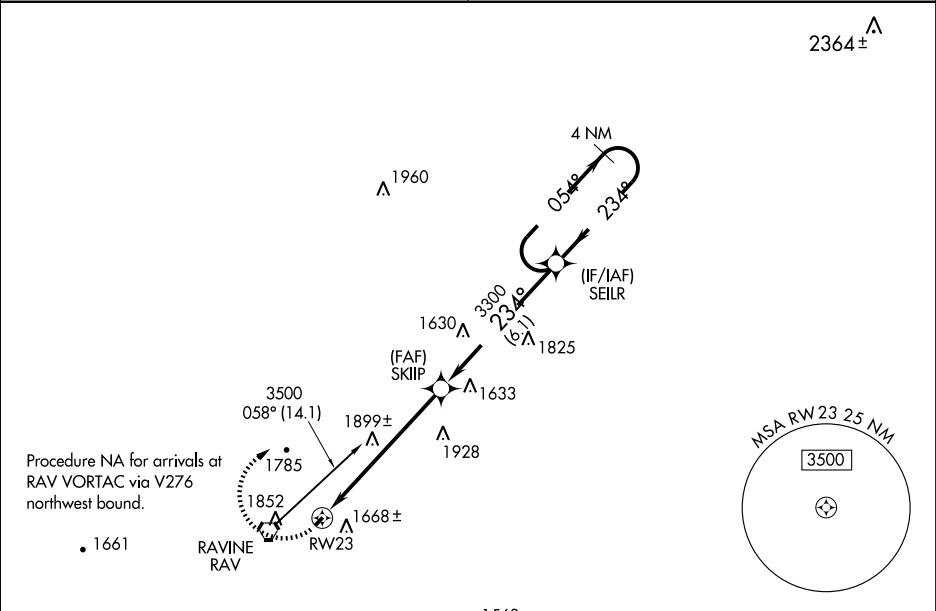
APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	791

NA DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

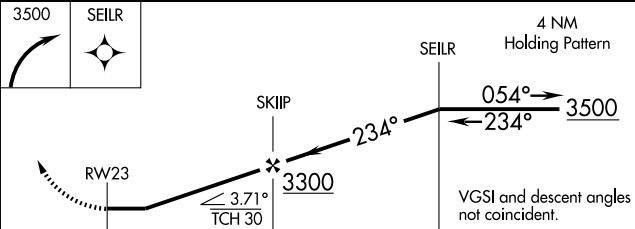
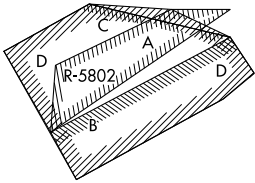
MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

HARRISBURG APP CON
126.45 269.45

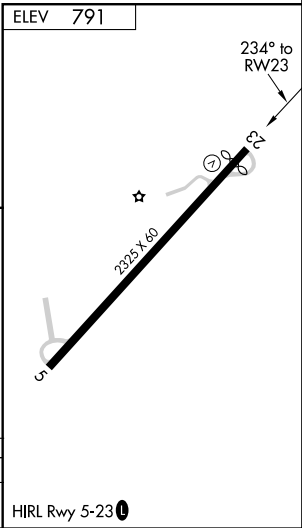
CTAF
122.90



Procedure NA for arrivals at RAV VORTAC via V276 northwest bound.

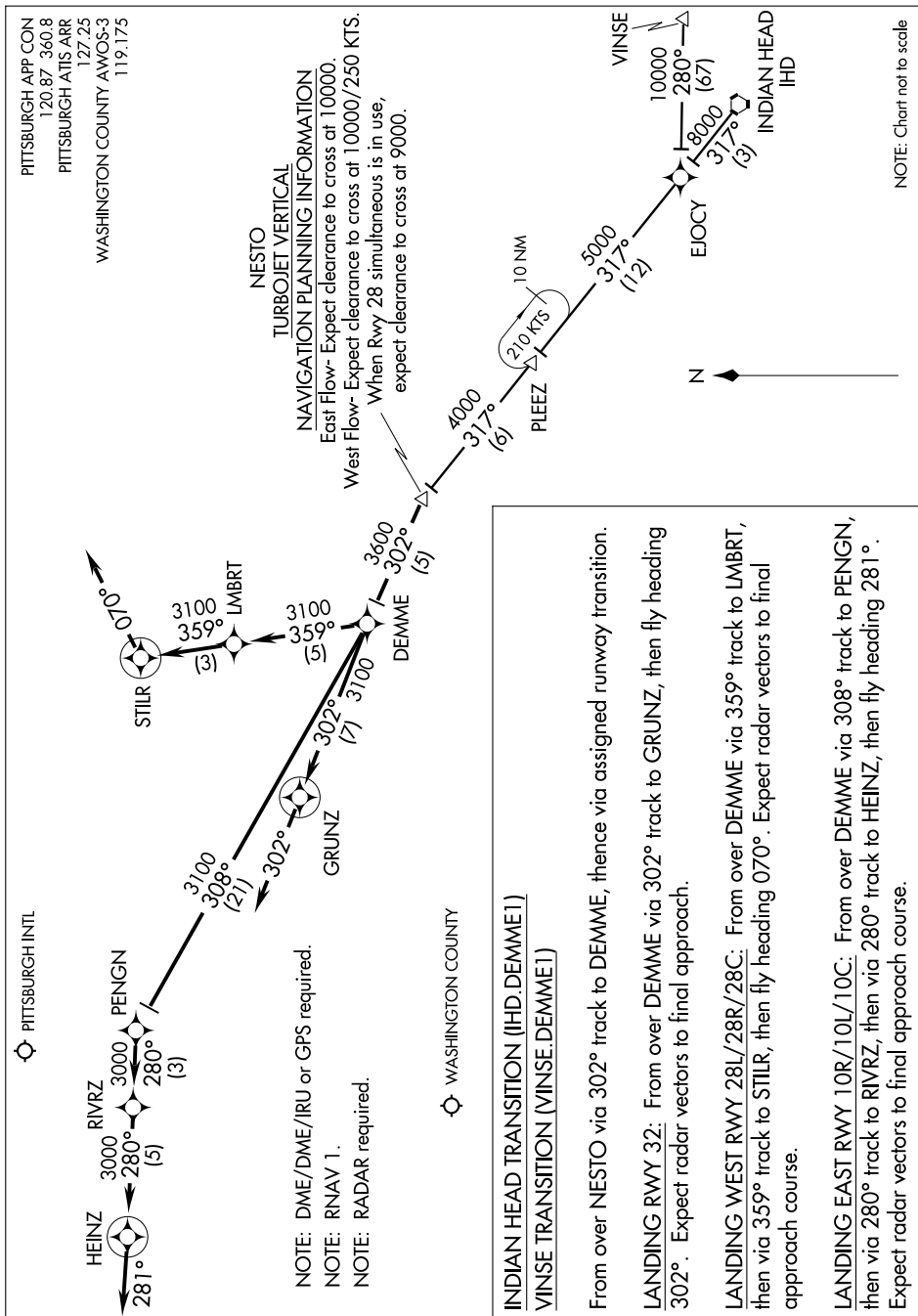


CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	



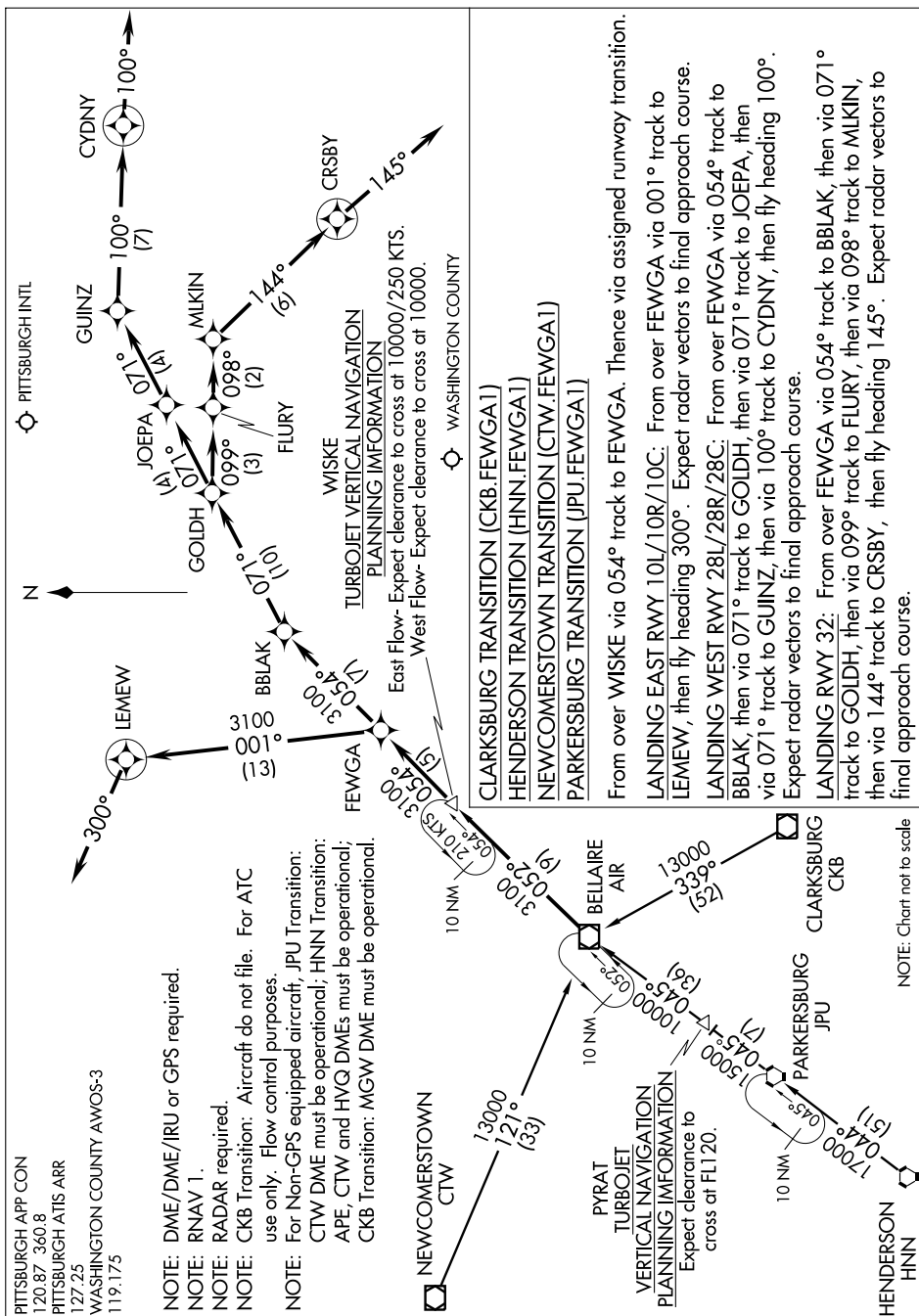
DEMME ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



LOC/DME I-AFJ	APP CRS	Rwy Idg	5000
110.3	273°	TDZE	1184
Chan 40		Apt Elev	1184

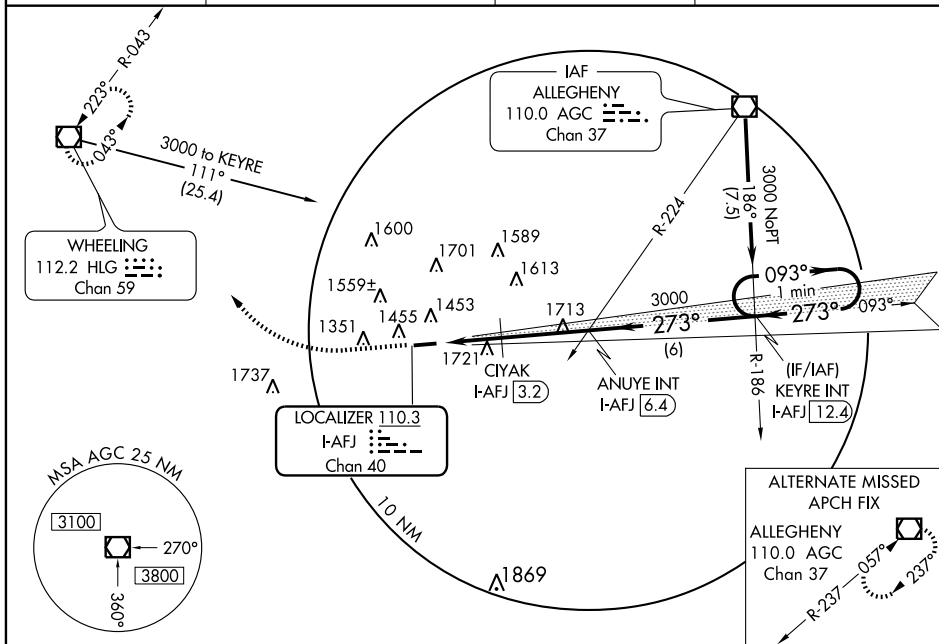
ILS or LOC RWY 27

WASHINGTON COUNTY (AFJ)

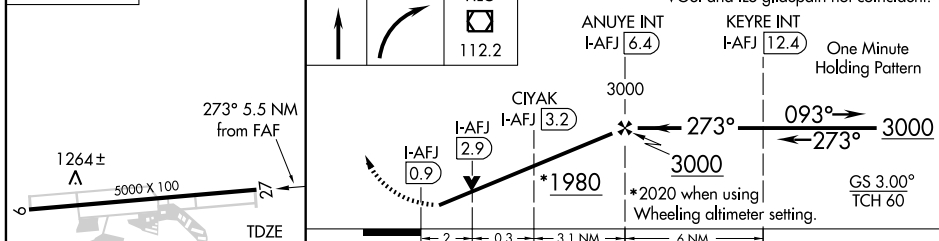
▼ If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night.
 ▲ NA VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.8 (CTAF) 0
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ELEV 1184	1600	3000	HLG 112.2	VGSI and ILS glidepath not coincident.
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CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

HIRL Rwy 9-27 0
 REIL Rwy 27 0

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

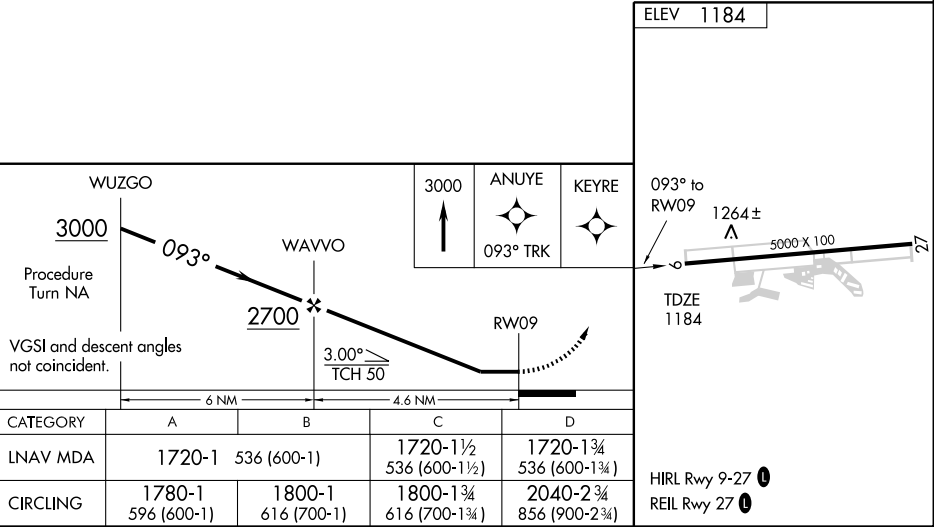
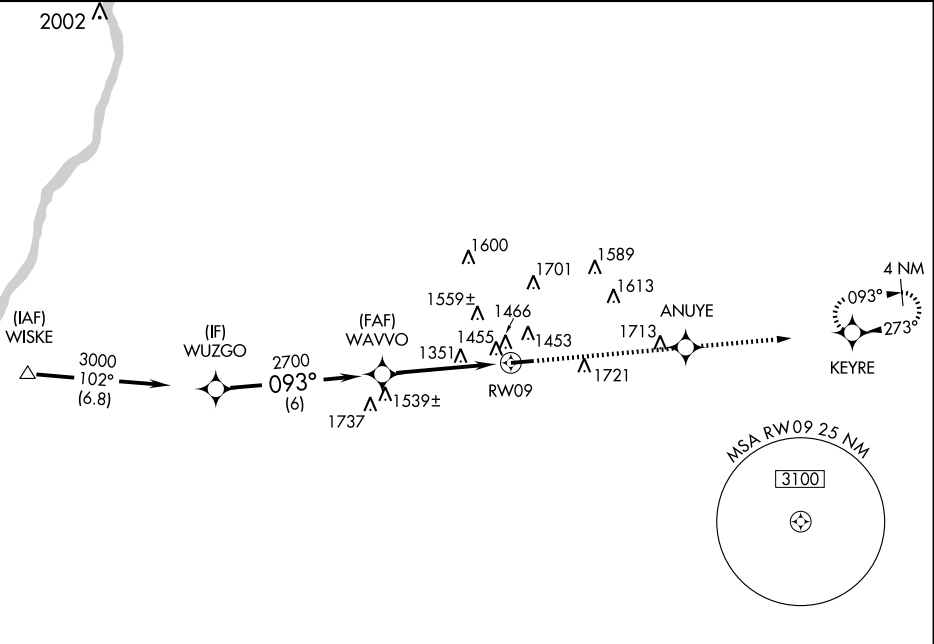
....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

APP CRS	Rwy Idg	5000
093°	TDZE	1184
	Apt Elev	1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>DME/DME RNP-0.3 NA. If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.</div>	MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.		
AWOS-3 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.8 (CTAF) 0



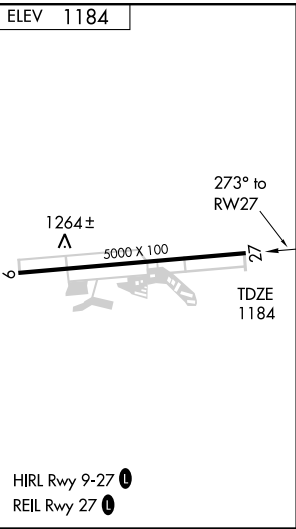
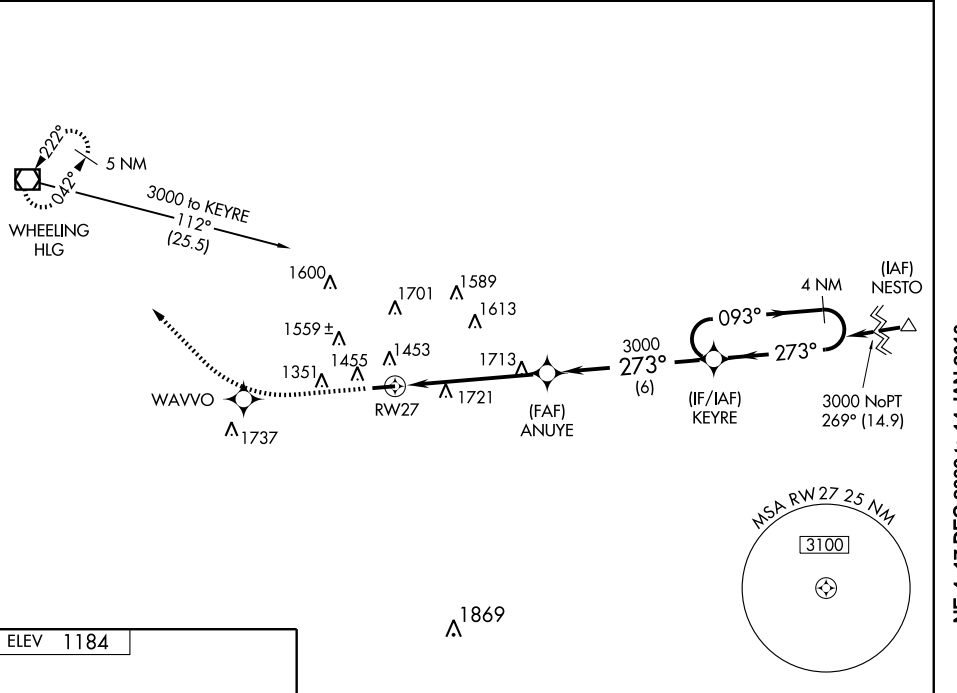
▼



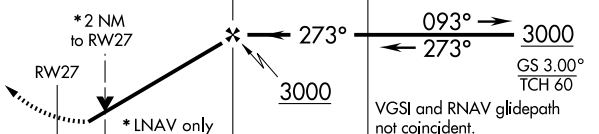
▲

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.8 (CTAF) 0
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3000 ↑	WAVVO 323° TRK 	HLG  112.2				
			ANUYE	KEYRE	4 NM Holding Pattern	
						
CATEGORY	A		B	C	D	
LPV DA	1690-1¾ 506 (600-1¾)					
LNAV/ VNAV DA	NA					
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)		
CIRCLING	1980-1¾ 796 (800-1¾)		1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)		

NE-4, 17 DEC 2009 to 14 JAN 2010

▼

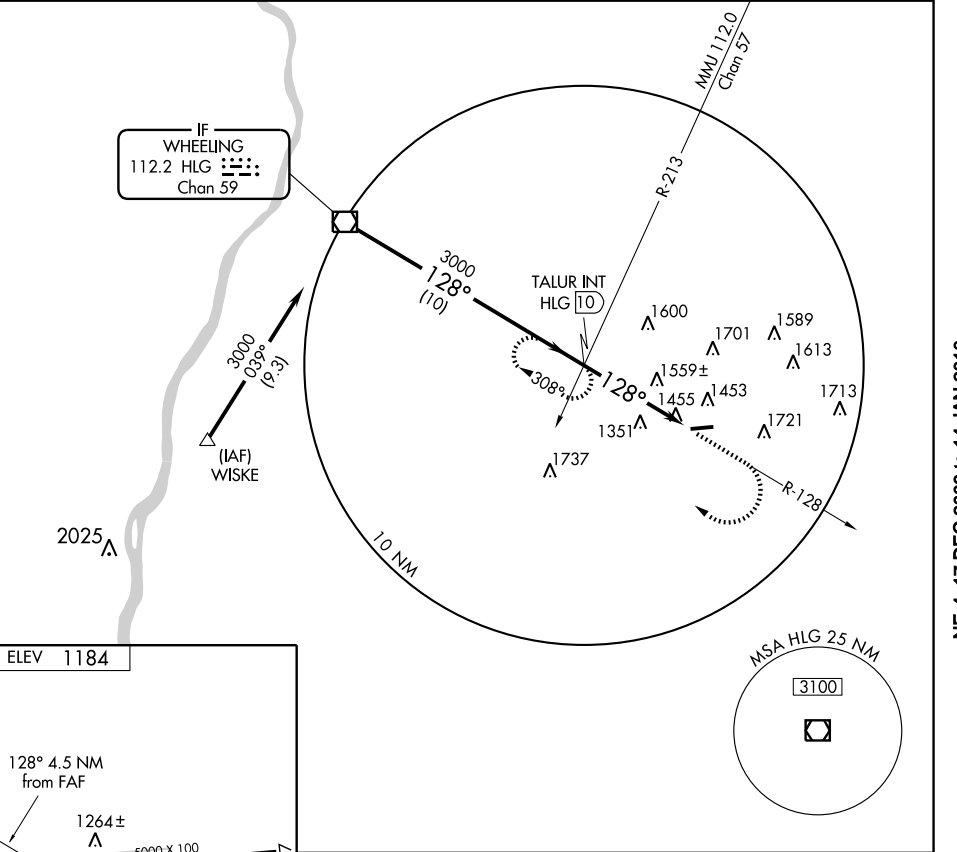
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

▲

When VGSI inop, circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000, then right turn via heading 343° and HLG R-128 to TALUR Int/10 DME and hold.

AWOS-3 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.8 (CTAF) 0
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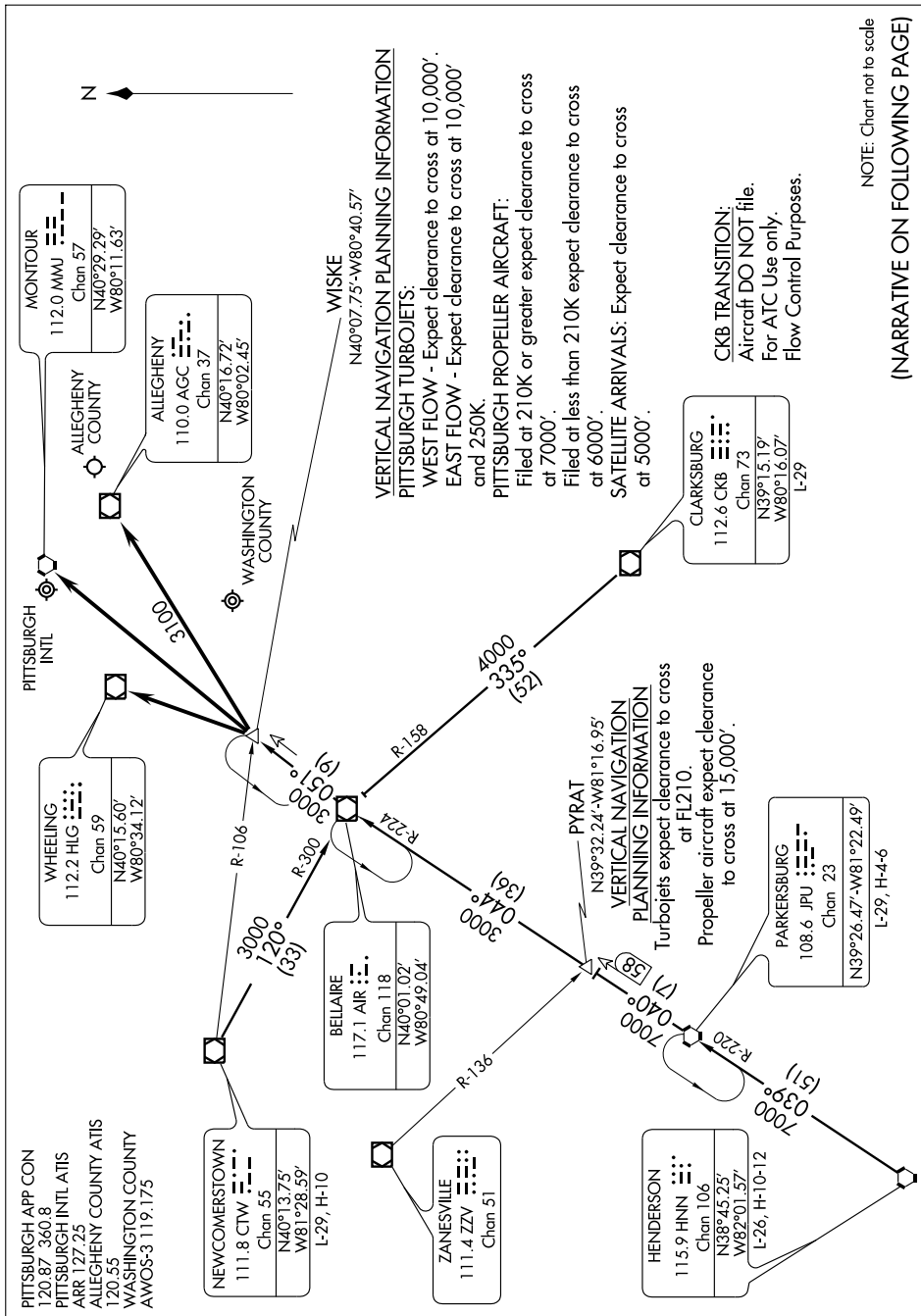
HIRL Rwy 9-27

REIL Rwy 27

FAF to MAP 4.5 NM						VOR/DME			TALUR INT HLG 10		3000	HDG 343°	TALUR INT
						Procedure Turn NA			3000		HLG 14.5	HLG R-128 112.2	
						10 NM			4.5 NM				
CATEGORY						A		B		C		D	
CIRCLING						1860-1		676 (700-1)		1860-2		2040-2¾	
										676 (700-2)		856 (900-2¾)	

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-4, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

RNAV (GPS) RWY 9

WAYNESBURG/ GREENE COUNTY (WAY)

WAAS CH 45806 W09A	APP CRS 088°	Rwy Idg TDZE Apt Elev	3500 1069 1069
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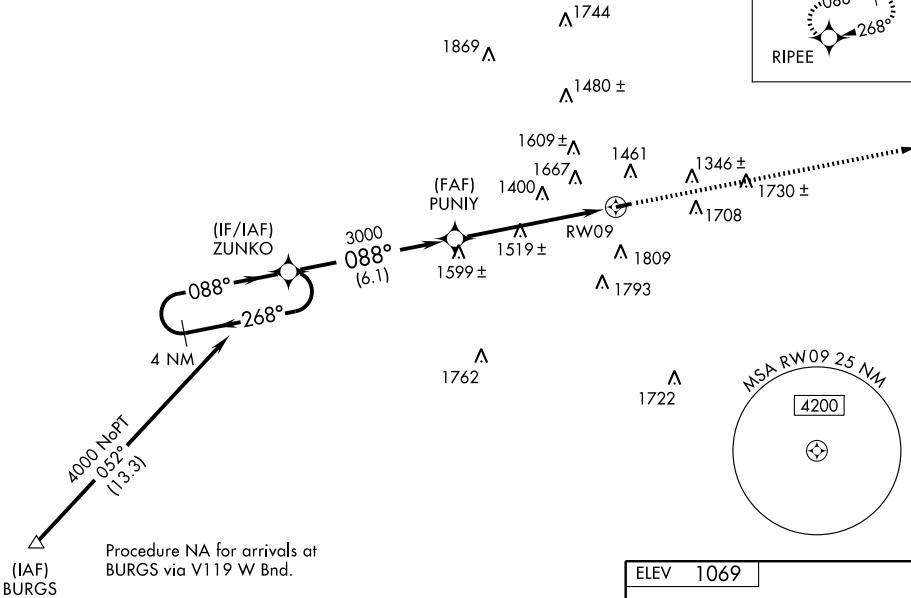
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER
126.95 239.3

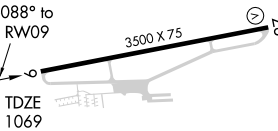
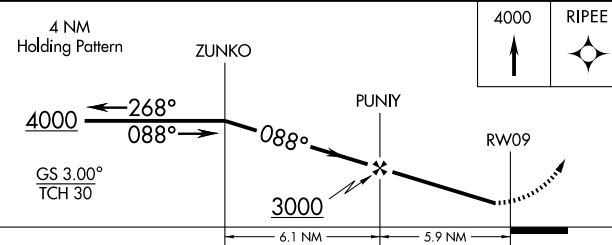
UNICOM
122.8 (CTAF)

MISSED APCH FIX



(IAF) BURGS
Procedure NA for arrivals at BURGS via V119 W Bnd.

ELEV **1069**



CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

MIRL Rwy 9-27

APP CRS	Rwy Idg	3500
268°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) RWY 27

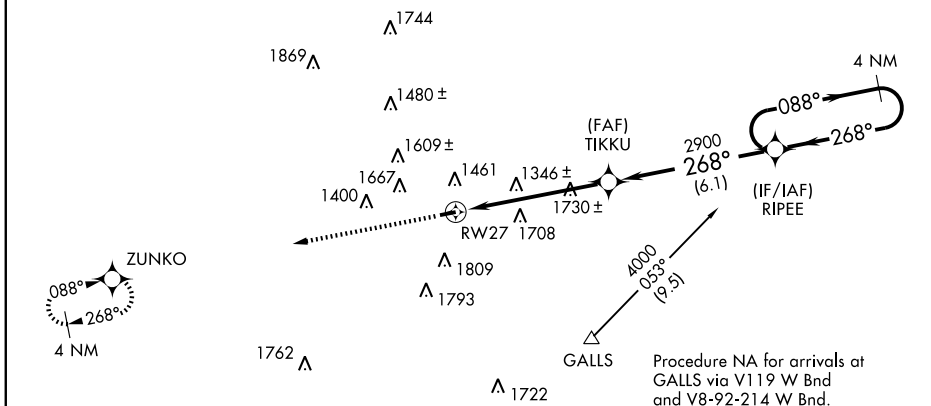
WAYNESBURG/ GREENE COUNTY (WAY)

T Use Washington altimeter setting, when not receiving
A altimeter setting and increase DAs 15 feet and all
NA DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

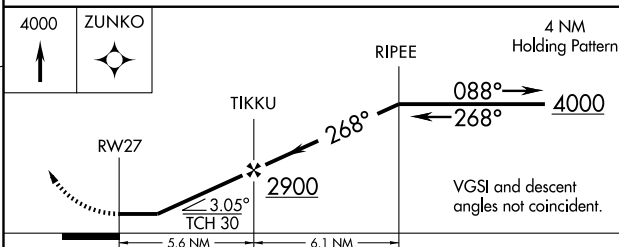
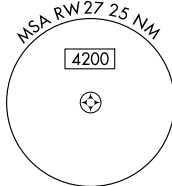
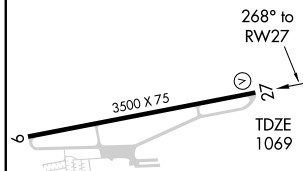
MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

CLEVELAND CENTER
126.95 239.3

UNICOM
122.8 (CTAF)



ELEV	1069
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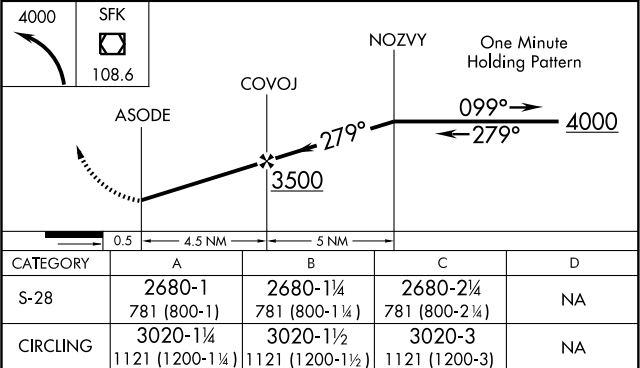
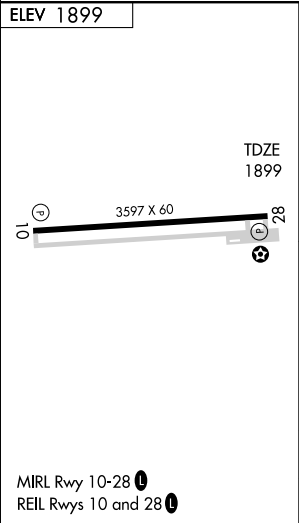
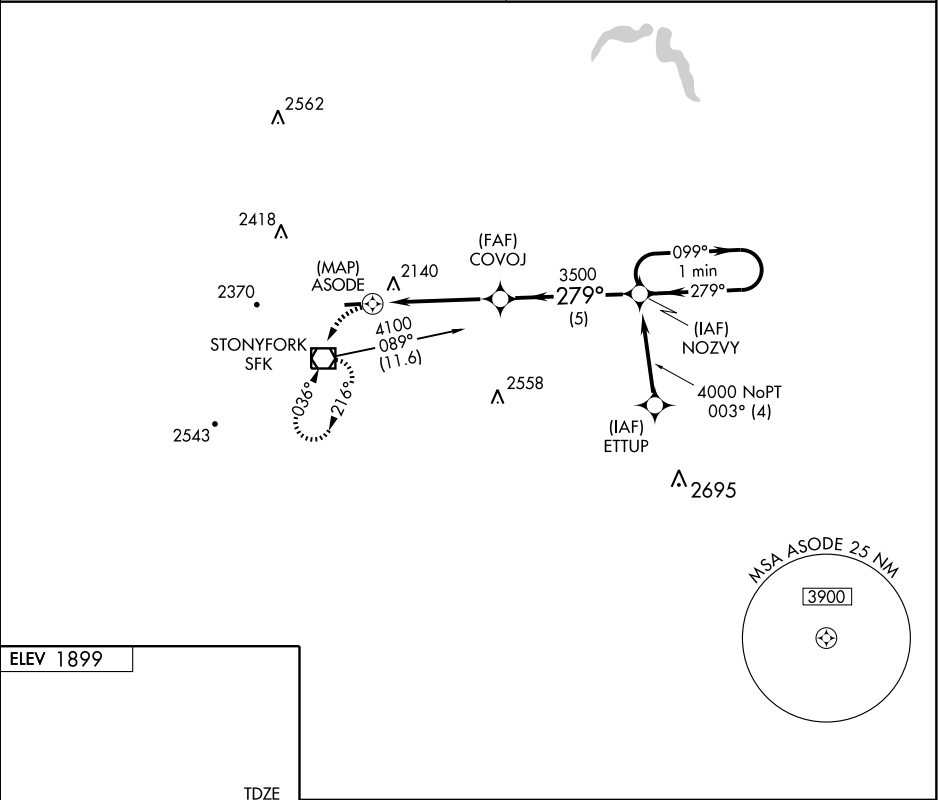
CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

MIRL Rwy 9-27

APP CRS	Rwy Idg	3600
279°	TDZE	1899
	Apt Elev	1899

GPS RWY 28
WELLSBORO JOHNSTON (N38)

NA	Use Elmira, NY altimeter setting.	MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.
ELMIRA APP CON ★ 119.45 257.8		UNICOM 122.8 (CTAF)



▼

▲

NA

Use Elmira, NY altimeter setting.

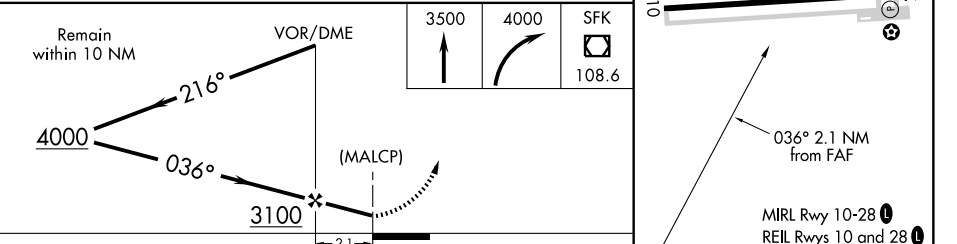
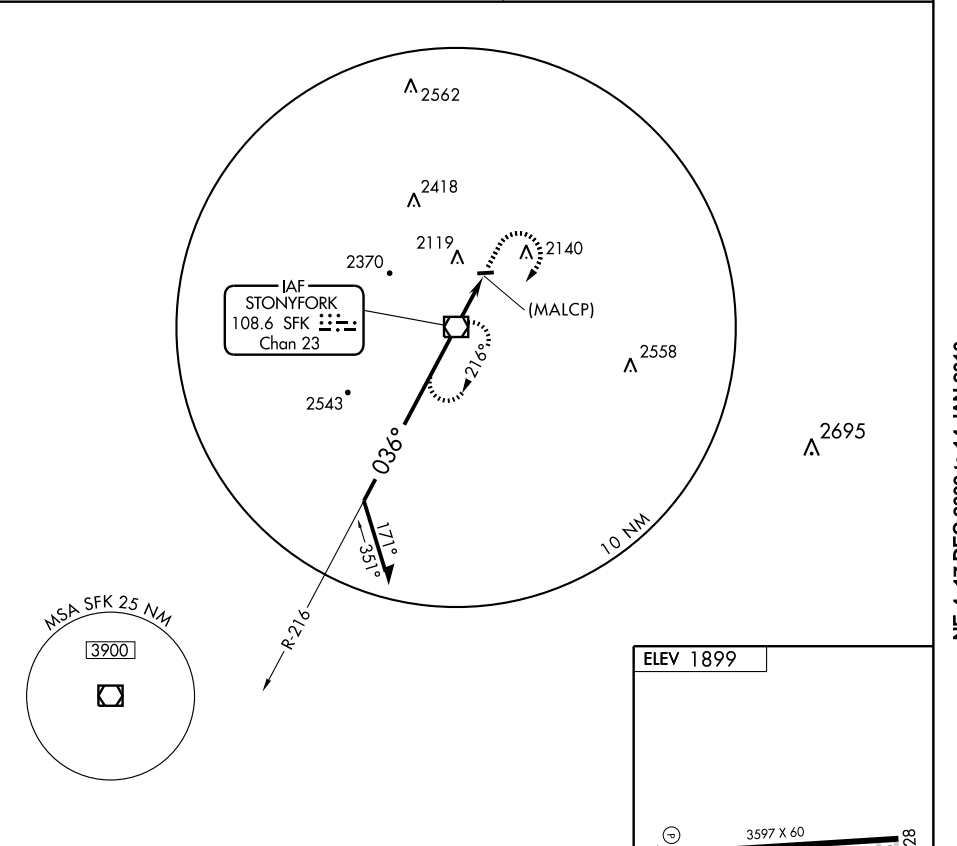
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★

119.45 257.8

UNICOM

122.8 (CTAF) ①



CATEGORY	A	B	C	D	FAF to MAP 2.1 NM					
CIRCLING	3020-1¼	3020-1½	3020-3	NA	Knots	60	90	120	150	180
	1121 (1200-1¼)	1121 (1200-1½)	1121 (1200-3)		Min:Sec	2:06	1:24	1:03	0:50	0:42

APP CRS	Rwy Idg	3222
088°	TDZE	466
	Apt Elev	466

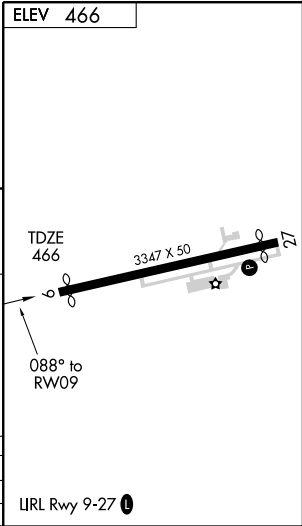
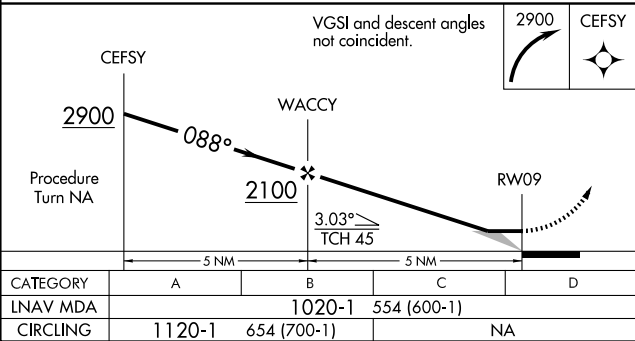
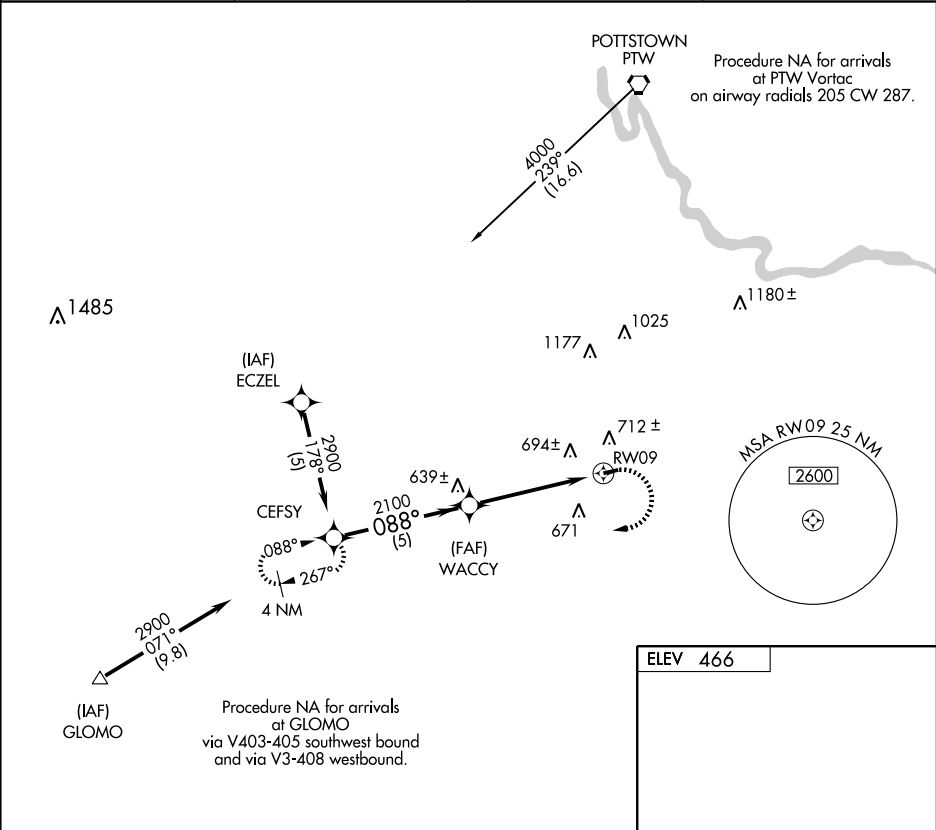
RNAV (GPS) RWY 9

WEST CHESTER/ BRANDYWINE (OQN)

Use Coatesville/Chester County
G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2900
direct CEFYS WP and hold.

AWOS-3 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF) 1
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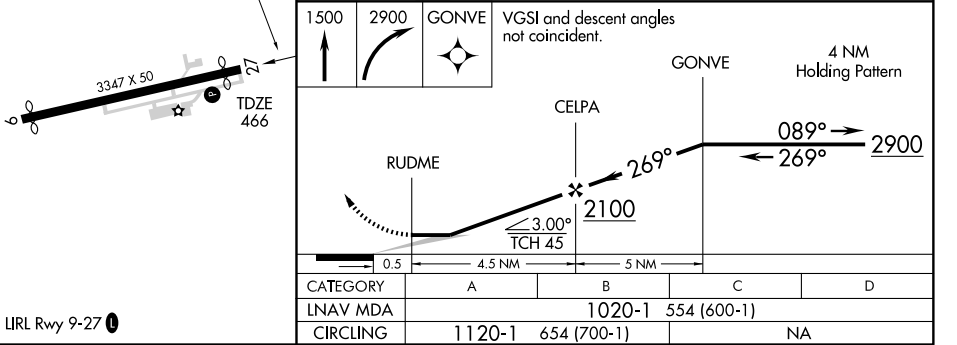
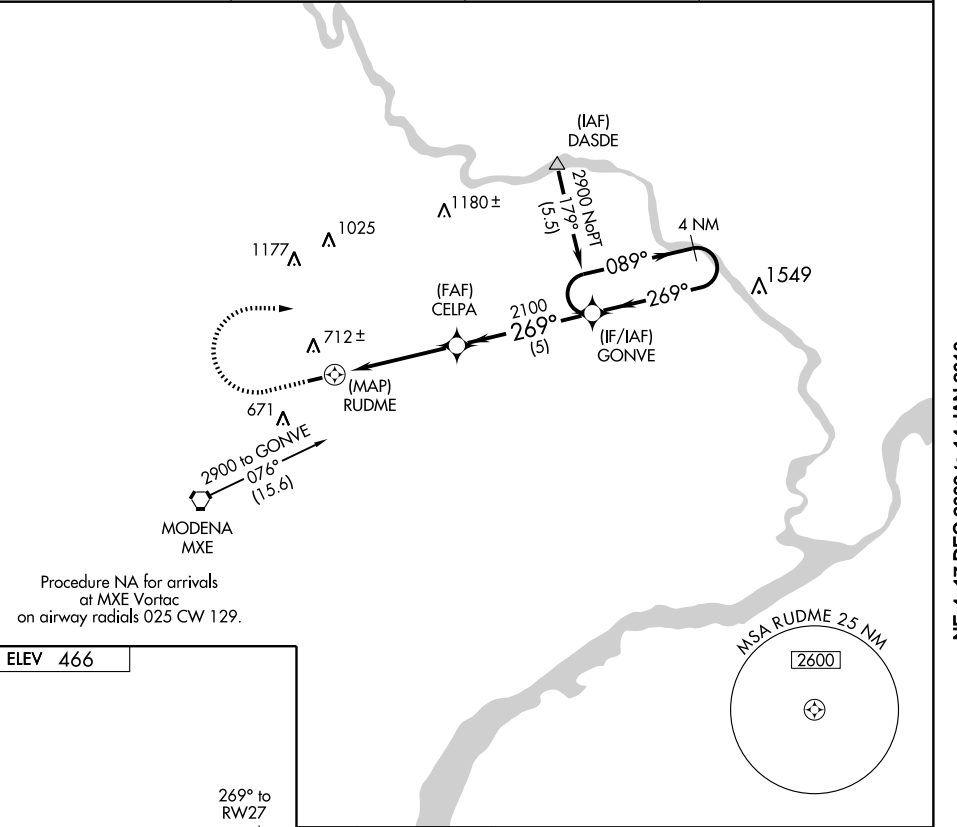
▼

▲ NA

Use Coatesville/Chester County
G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn
to 2900 direct GONVE WP and hold.

AWOS-3 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF) 
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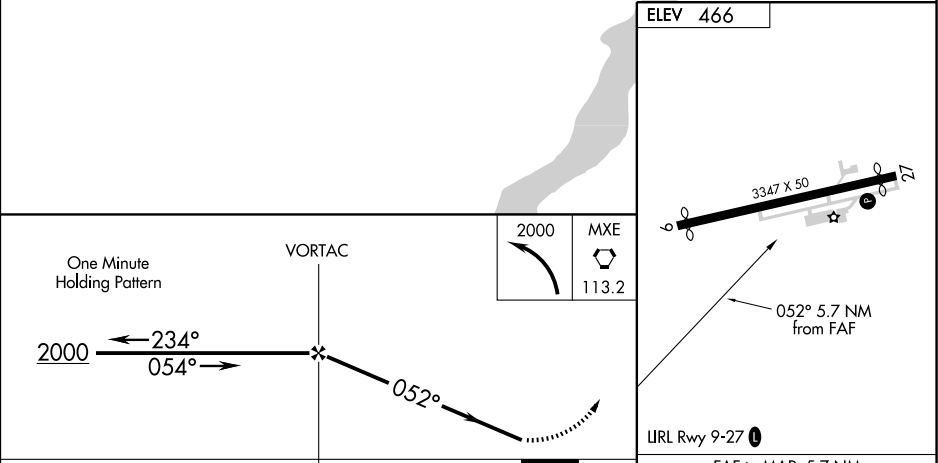
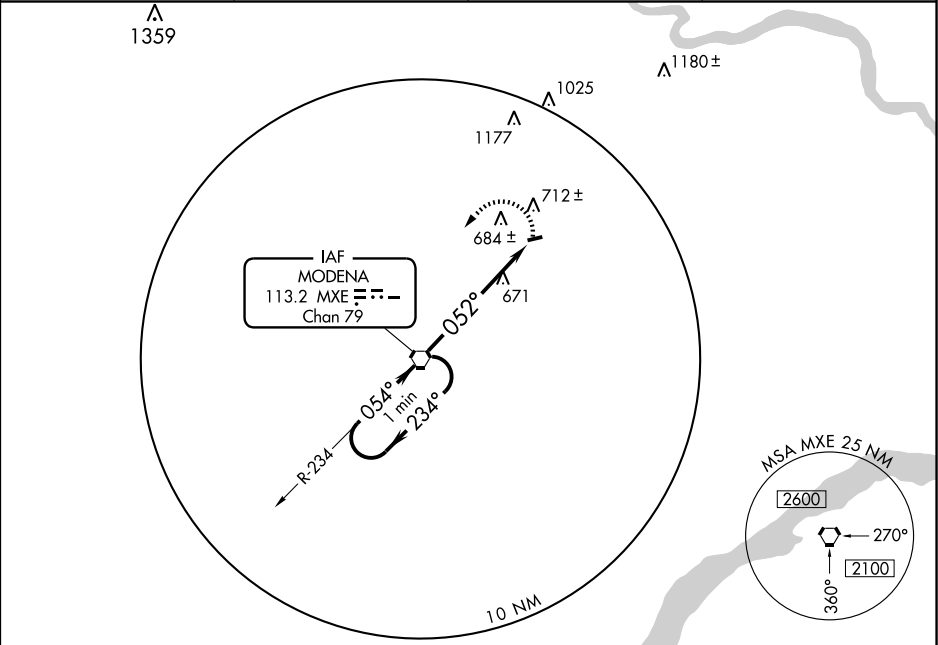


VORTAC MXE 113.2 Chan 79	APP CRS 052°	Rwy Idg TDZE Apt Elev N/A N/A 466
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VOR-A

WEST CHESTER/BRANDYWINE (OQN)

<p>T Use Coatesville/Chester County G.O. Carlson altimeter setting.</p>		<p>MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.</p>	
AWOS-3 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF) 0

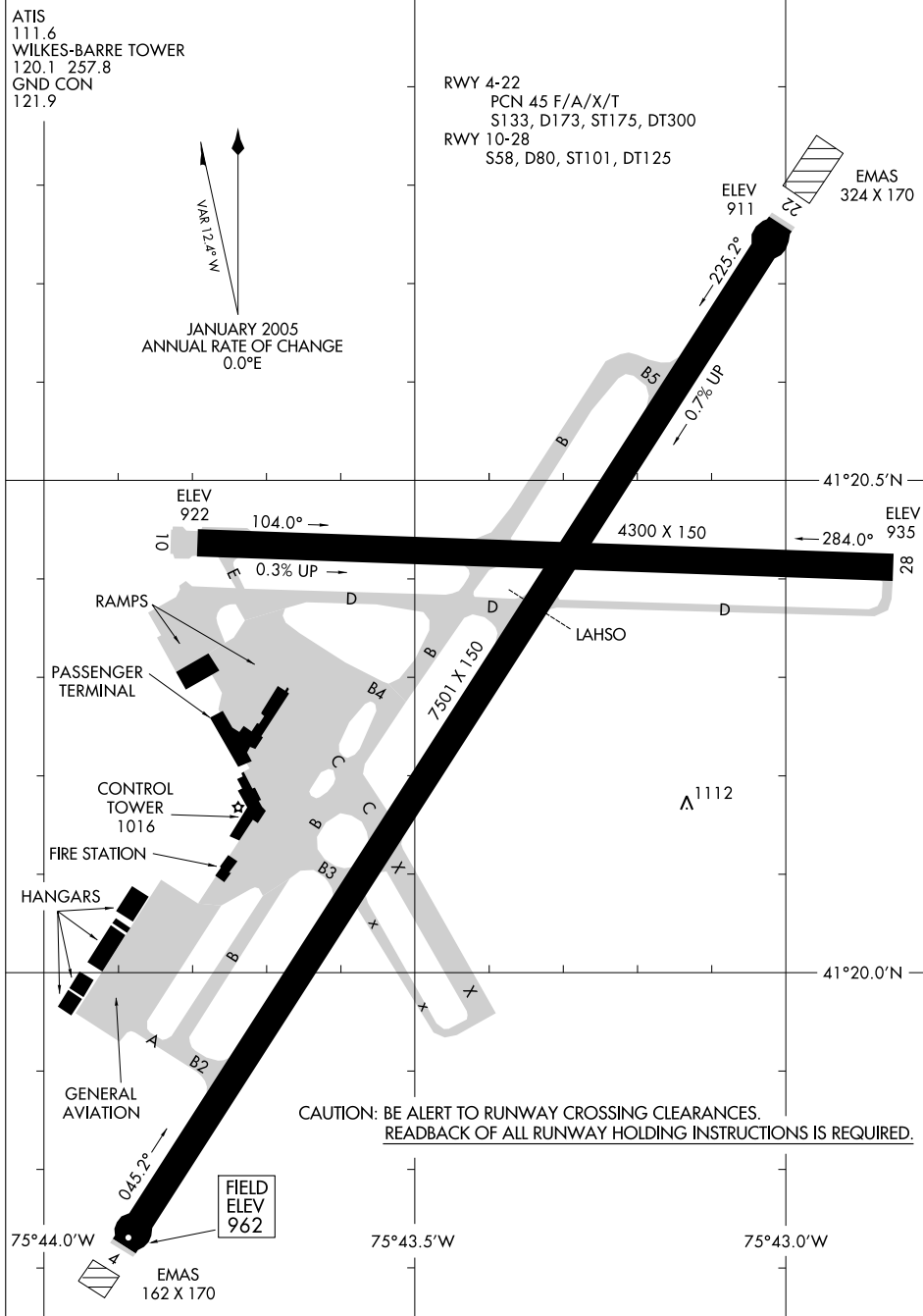


					FAF to MAP 5.7 NM					
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1120-1	654 (700-1)	NA		Min:Sec	5:42	3:48	2:51	2:17	1:54

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-AVP	APP CRS	Rwy Idg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC/DME RWY 4

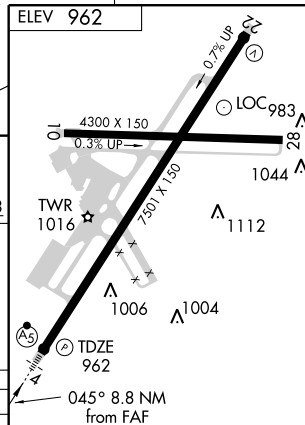
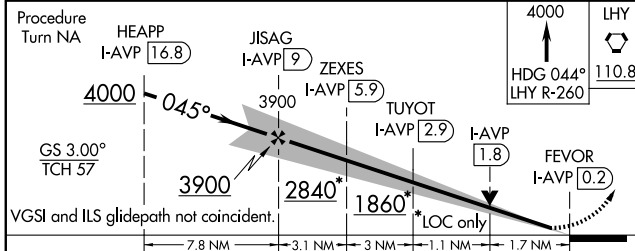
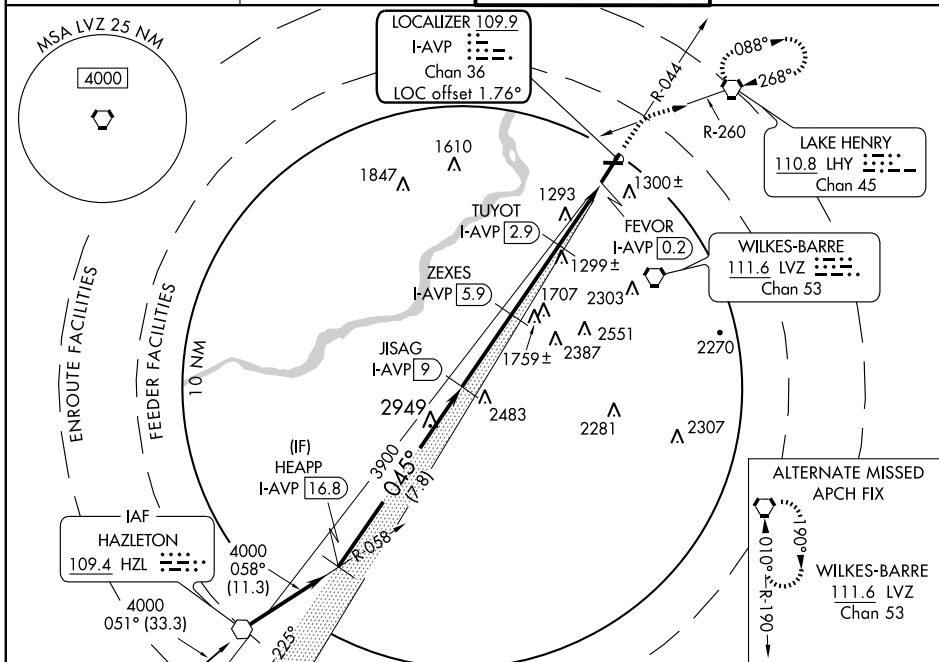
WILKES-BARRE/SCRANTON INTL (AVP)

V If local altimeter setting not received procedure NA.



MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS 111.6	WILKES-BARRE APP CON 126.3 256.7	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 4	1212/24	250 (300-1/2)		
S-LOC 4	1540/24	578 (600-1/2)	1540/50 578 (600-1)	1540/60 578 (600-1 1/4)
CIRCLING	1840-1 878 (900-1)	1940-1 1/2 978 (1000-1 1/2)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

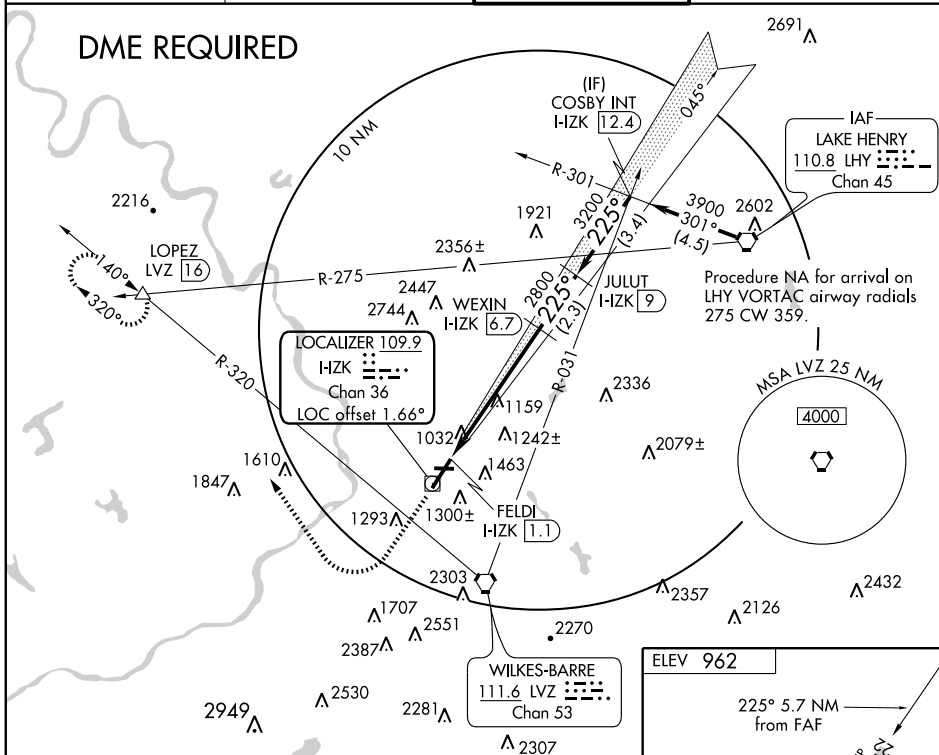
HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rws 10, 22 and 28

LOC/DME I-ZK	APP CRS	Rwy Idg	7501
109.9	225°	TDZE	933
Chan 36		Apt Elev	962

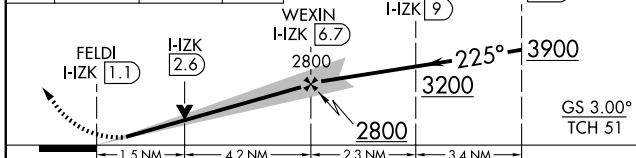
ILS or LOC/DME RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

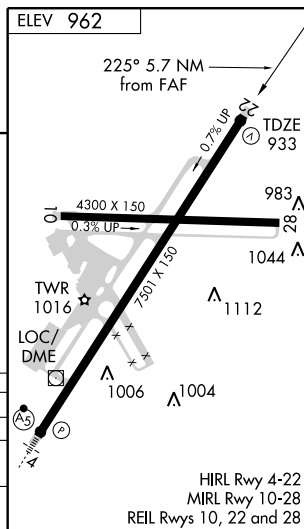
		MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.	
ATIS 111.6	WILKES-BARRE APP CON 126.3 256.7	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9



1900	4000	LVZ R-320 111.6	LOPEZ △	VGSI and ILS glidepath not coincident.	Procedure Turn NA
↑	↗				
HDG 330°					



CATEGORY	A	B	C	D
S-ILS 22	1183-1	250 (300-1)		
S-LOC 22	1420-1	487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)



DME/DME RNP-0.3 NA.

MALSR

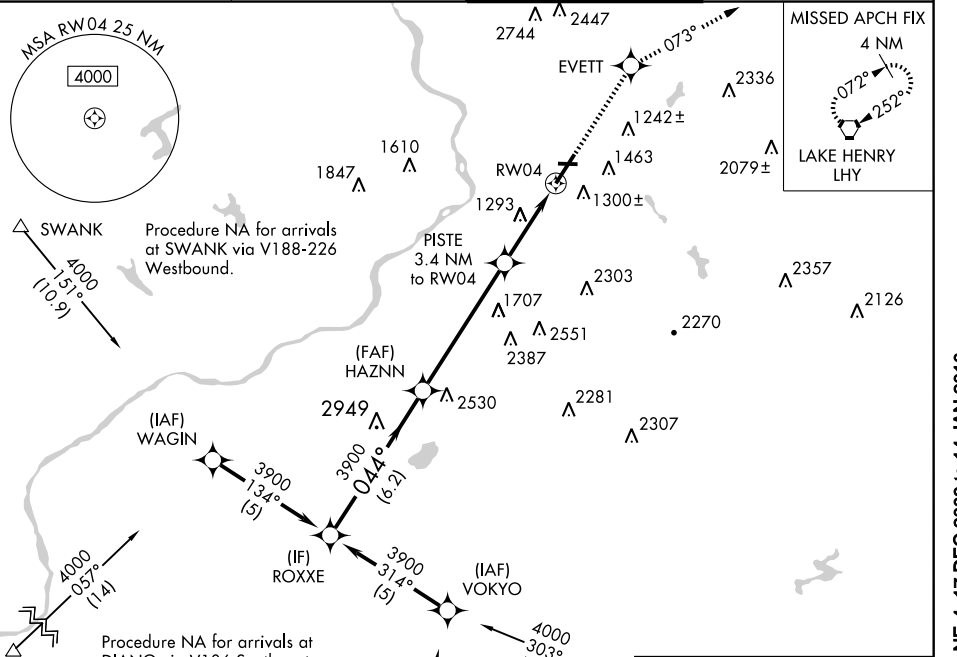
MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

ATIS
111.6

WILKES-BARRE APP CON
126.3 256.7

WILKES-BARRE TOWER
120.1 257.8

GND CON
121.9



Procedure Turn NA

ROXXE

HAZNN

PISTE 3.4 NM to RW04

EVETT

TRK 073°

LHY

*LNAV only.

RW04

4300 X 150 0.3% UP

7501 X 150

TWR 1016

TDZE 962

044° to RW04

HIRL Rwy 4-22

MIRL Rwy 10-28

REIL Rwy 10, 22 and 28

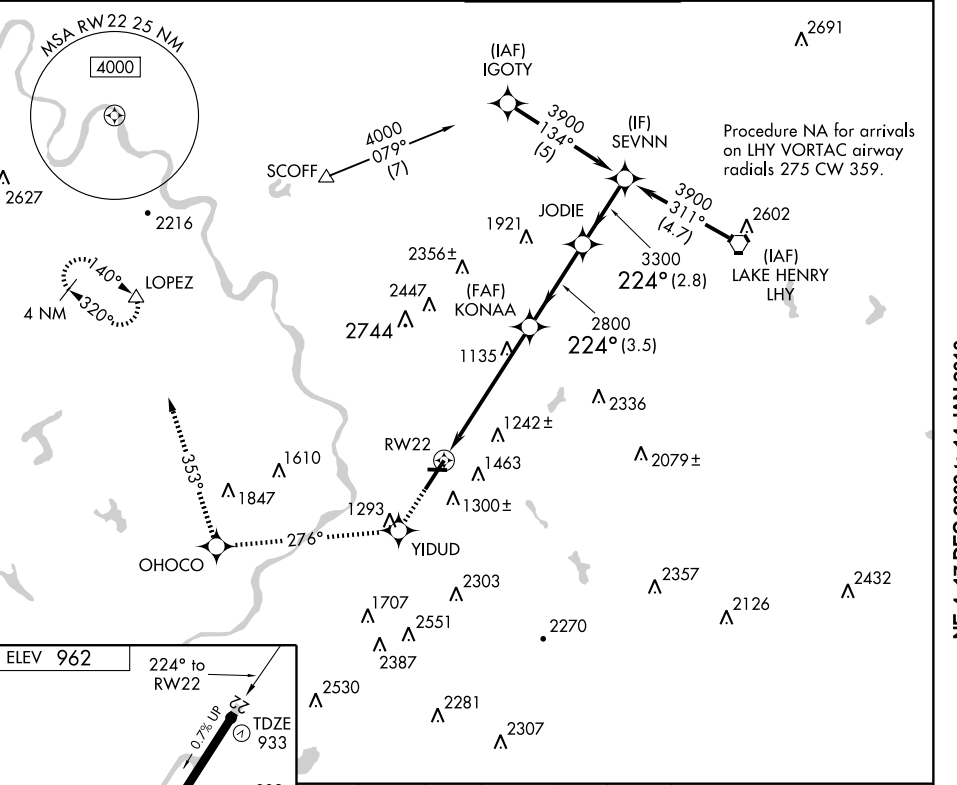
CATEGORY	A	B	C	D
LPV DA	1212/24 250 (300-1/2)			
LNAV MDA	1620/24 658 (700-1/2)	1620/60 658 (700-1/4)	1620-1 658 (700-1/2)	
CIRCLING	1840-1 878 (900-1)	1940-1 978 (1000-1 1/2)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 17 DEC 2009 to 14 JAN 2010

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS 111.6	WILKES-BARRE APP CON 126.3 256.7	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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ELEV 962

224° to RW22

TDZE 933

4300 X 150

0.3% UP

7501 X 150

TWR 1016

1112

1006

1004

1044

1122

HIRL Rwy 4-22

MIRL Rwy 10-28

REIL Rws 10, 22 and 28

4000	YIDUD	OHOCO	LOPEZ	SEVNN
↑	✧	✧	△	
*LNAV only.				
RW22		KONAA	JODIE	SEVNN
2.5 NM to RW22		224°	3300	3900
2.5 NM		3.2 NM	3.5 NM	2.8 NM
CATEGORY	A	B	C	D
LPV DA	1275-1¼		342 (400-1¼)	
LNAV MDA	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

Procedure Turn NA
GS 3.00°
TCH 51

NE-4, 17 DEC 2009 to 14 JAN 2010

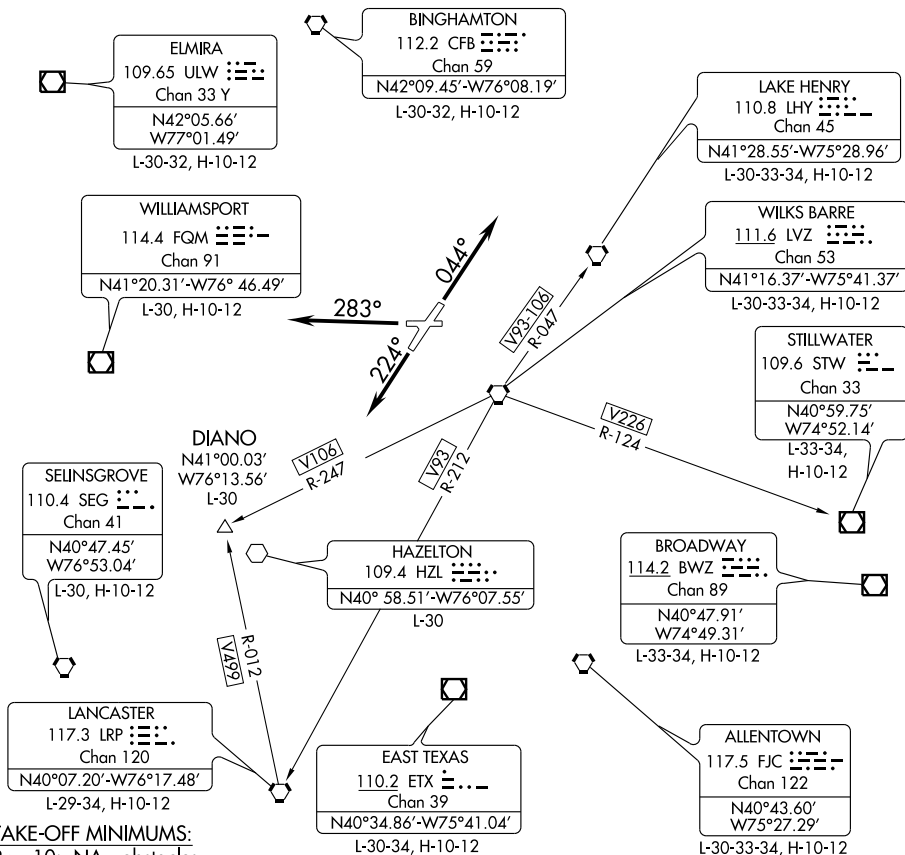
SCRANTON FOUR DEPARTURE

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852' from DER, 1646' left of centerline, 73' AGL/1064' MSL.
Tree 1.2 NM from DER, 172' right of centerline, 100' AGL/1119' MSL.
Rwy 22: Tree 1.4 NM from DER, 2577' left of centerline, 100' AGL/1279' MSL.
Tower 1.8 NM from DER, 2177' right of centerline, 352' AGL/1293' MSL.

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.

Rwy 4: STANDARD with minimum climb of 221' per NM to 2700', ATC climb of 400' per NM to 2700'.

Rwy 22: STANDARD with minimum climb of 283' per NM to 3600'.

Rwy 28: STANDARD with minimum climb of 263' per NM to 2100'.

NOTE: RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

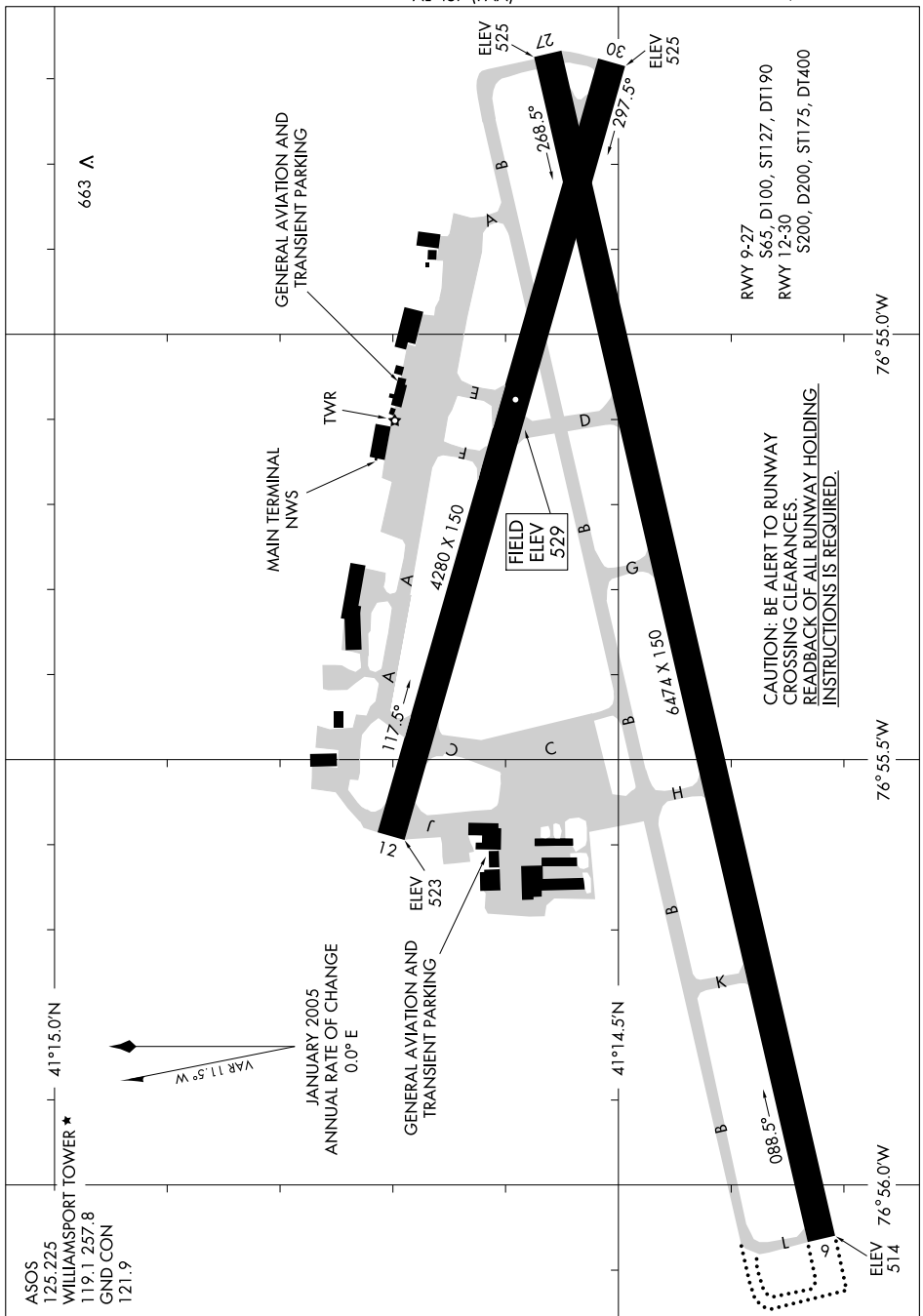
TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000'. Thence. . .TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000'. Thence. . .TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000'. Thence. . .

. . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)
WILLIAMSPORT, PENNSYLVANIA



NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-PT	APP CRS	Rwy Idg	6474
110.1	266°	TDZE	527
		Apt Elev	529

ILS RWY 27

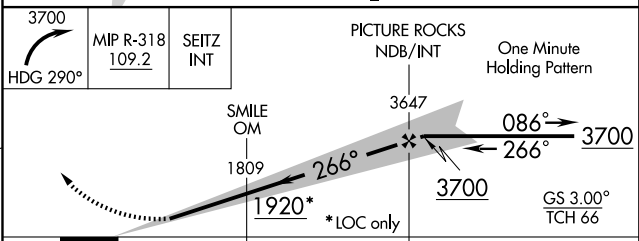
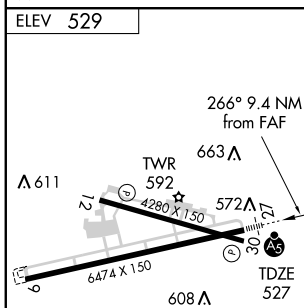
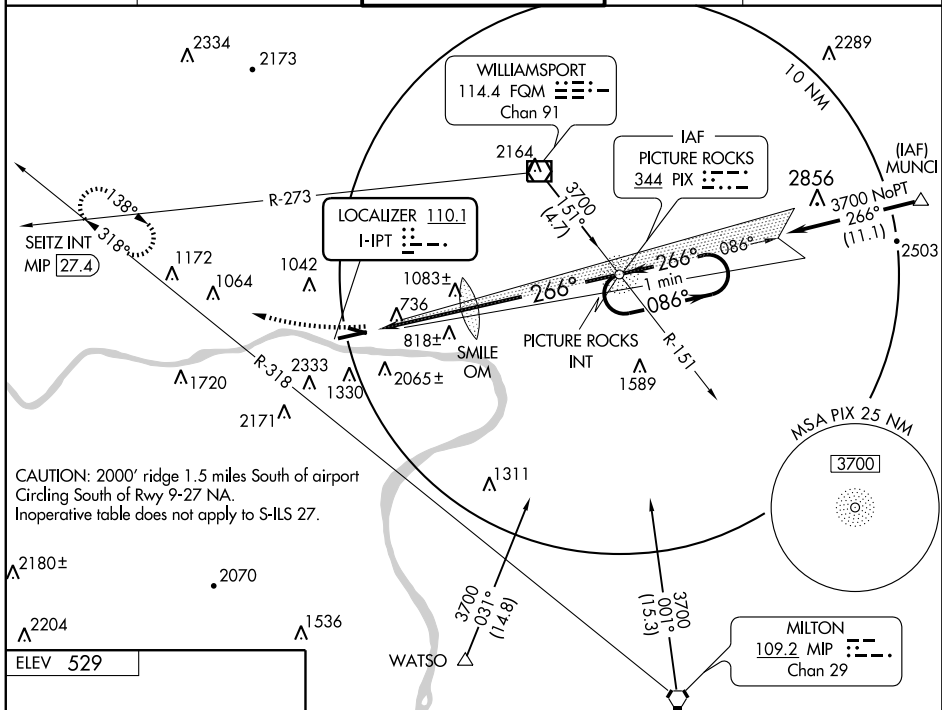
WILLIAMSPORT RGNL (IPT')

- ▼ S-ILS 27 all Cats visibility increase ½ mile for inoperative ALS.
 S-LOC 27 Cat A visibility 1¼ mile for inoperative ALS. S-LOC 27 SMILE
 OM minimums Cat A visibility 1 mile, Cat B 1¼ mile for inoperative ALS.



MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ Int/MIP 27.4 DME and hold.

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	WILLIAMSPORT RADIO 122.65
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MIRL Rwy 12-30
 HIRL Rwy 9-27 0

FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

CATEGORY	A	B	C	D
S-ILS 27	1022-1 495 (500-1)			
S-LOC 27	1920-1	1393 (1400-1)	1920-2½	1393 (1400-2½)
CIRCLING	1920-1¾	1391 (1400-1¾)	1920-3	1391 (1400-3)
SMILE OM MINIMUMS				
S-LOC 27	1340-1	813 (900-1)	1340-2	1340-2¼
			813 (900-2)	813 (900-2¼)
CIRCLING	1340-1¾	1420-1¾	1480-3 951 (1000-3)	
	811 (900-1¾)	891 (900-1¾)		

AIRPORT DIAGRAM

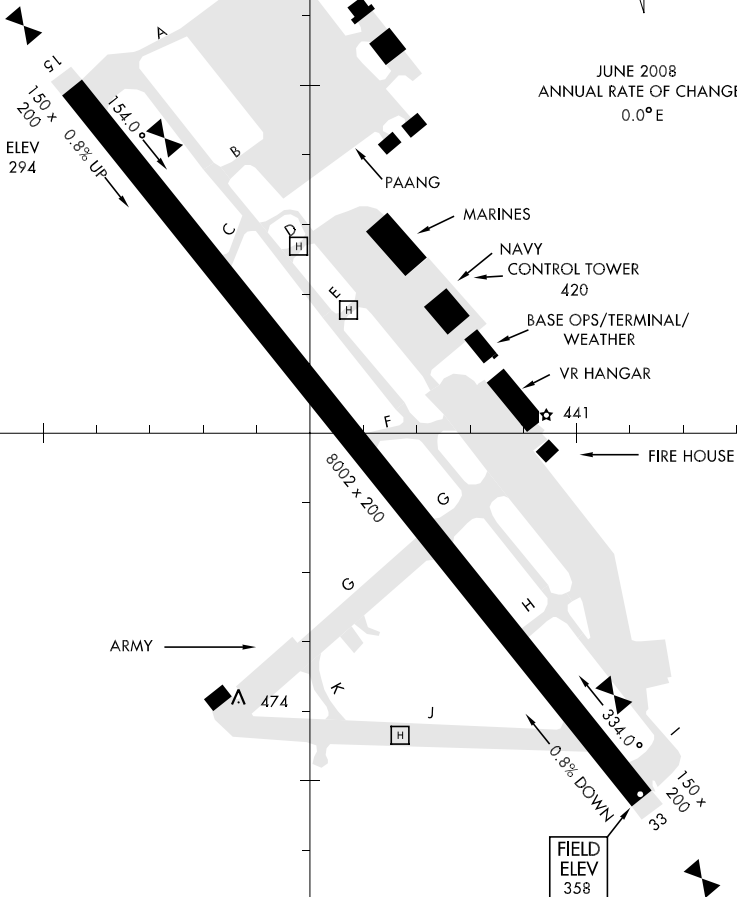
AFD-598 [USN]

WILLOW GROVE, PENNSYLVANIA

ATIS ★
275.6
WILLOW GROVE TOWER ★
119.6 340.2
GND CON/CLNC DEL
118.45 380.8



JUNE 2008
ANNUAL RATE OF CHANGE
0.0° E



40°12'N

ARMY →

RUNWAY WEIGHT BEARING CAPACITY
PCN 50 R/C/W/T

W. 60° E

NE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

WILLOW GROVE, PENNSYLVANIA

PHILADELPHIA, PENNSYLVANIA

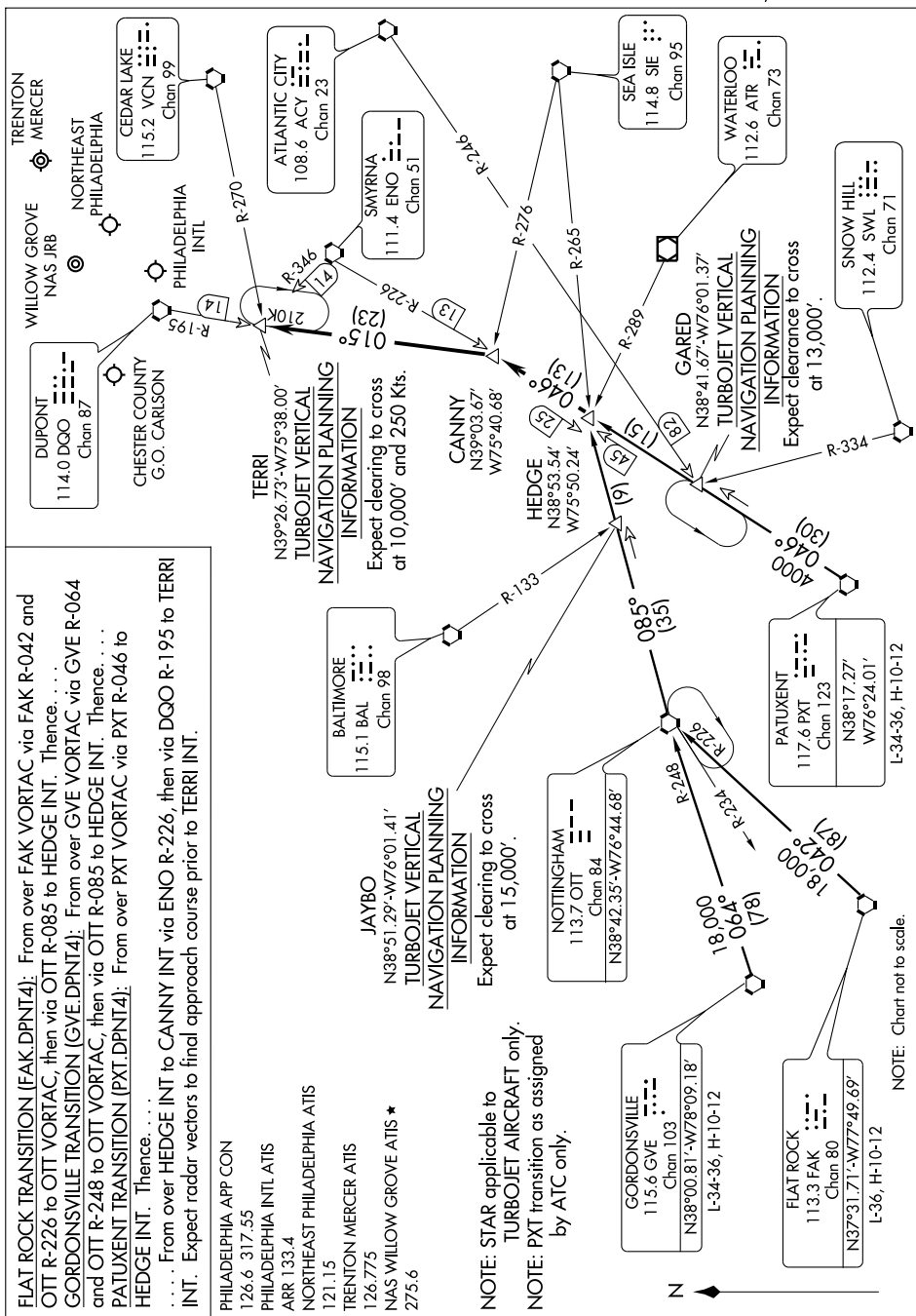


NOTE: Chart not to scale.

R-121 to OOD VORTAC; expect radar vectors to final approach course.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



APCH CRS 154°	Rwy Idg TDZE Arpt Elev	8002 324 358
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AL-598 [USN]

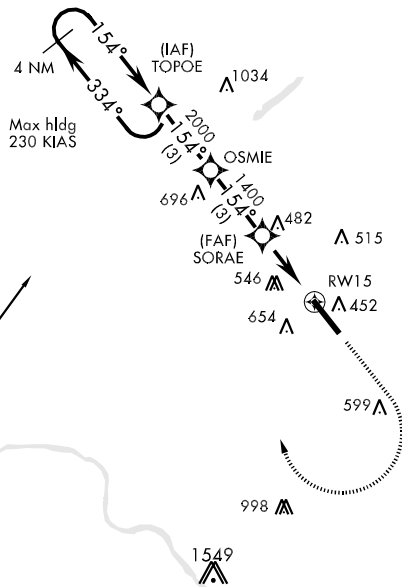
WILLOW GROVE NAS JRB (KNXX)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
 ** When ALS inop, increase vis CAT ABCDE to ¾ mile.

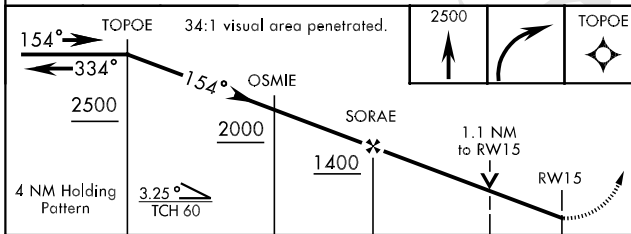


MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

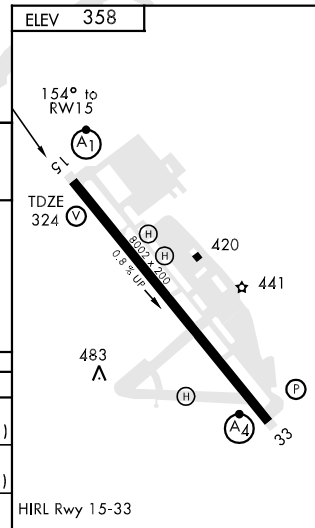
ATIS ★ 275.6	PHILADELPHIA APP CON 123.8 291.7	WILLOW GROVE TOWER ★ 119.6 340.2	GND CON 118.45 380.8	CLNC DEL 118.45 380.8	ASR/PAR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAY MDA*	740-¾	416	(500-¾)	740-1	416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602 (700-2¼)
S-PAR 15**	524-½	200	(200-½)	GS 3.25°	



APCH CRS
334°

Rwy Idg
TDZE
Arpt Elev
8002
358
358

AL-598 [USN]

WILLOW GROVE NAS JRB (KNXX)

▼ * When ALS inop, increase CAT ABC vis to 1 mile,
CAT DE vis to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

MALSF



MISSED APPROACH: Climb to 2500 then
turn left direct WEBIT and hold.

ATIS ★
275.6

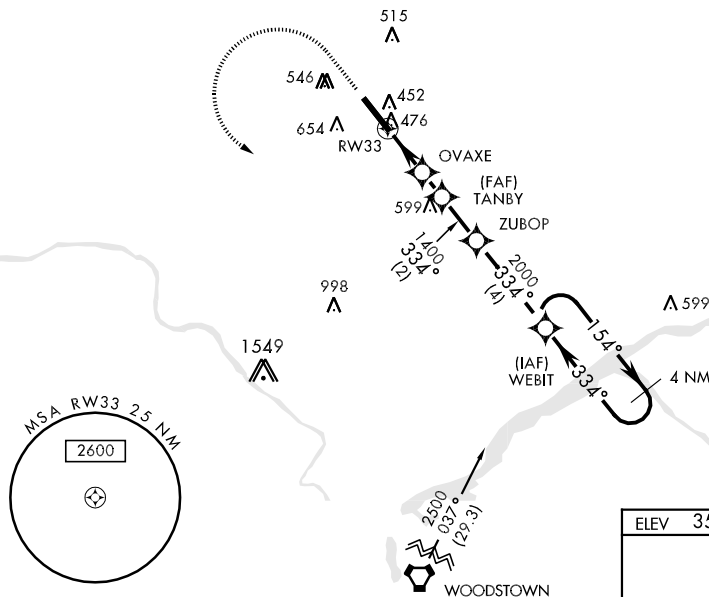
PHILADELPHIA APP CON
123.8 291.7

WILLOW GROVE TOWER ★
119.6 340.2

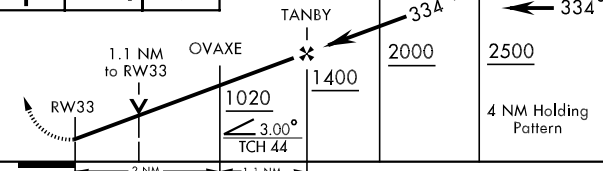
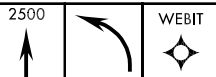
GND CON
118.45 380.8

CLNC DEL
118.45 380.8

ASR/PAR

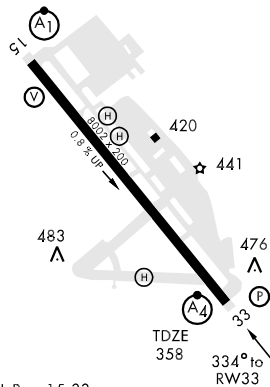


EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAY MDA*	740-¾	382	(400-¾)	740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15**	558-½	200 (200-½)	558-¾	200 (200-¾)	GS 3.0°

ELEV 358



HIRL Rwy 15-33

TACAN NXX Chan 61	APCH CRS 155°	Rwy Idg TDZE Arprt Elev 8002 324 358
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AL-598 [USN]

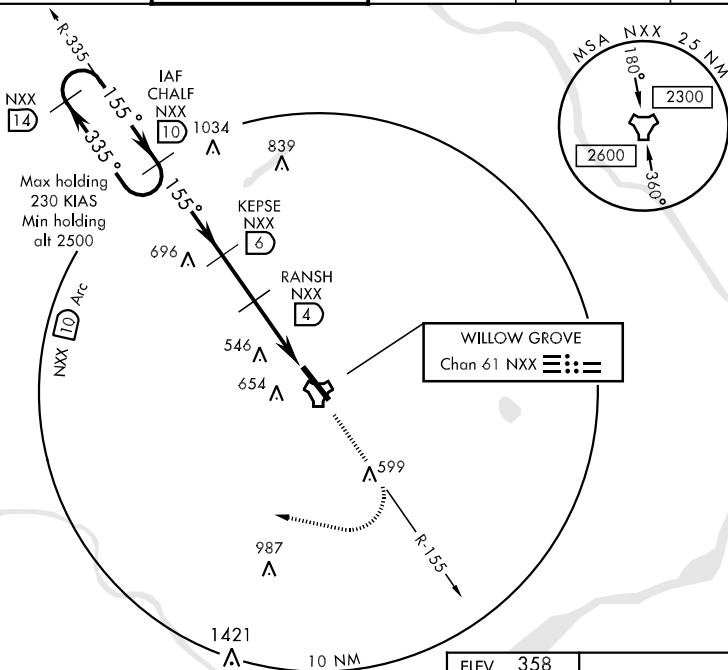
WILLOW GROVE NAS JRB (KNXX)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 ** When ALS inop, increase vis to ¾ mile.



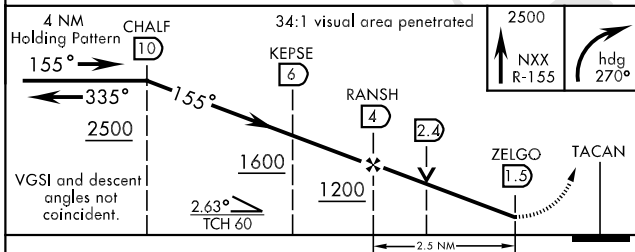
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

ATIS ★ 275.6	PHILADELPHIA APP CON 123.8 291.7	WILLOW GROVE TOWER ★ 119.6 340.2	GND CON 118.45 380.8	CLNC DEL 118.45 380.8	ASR/PAR
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-15 *	800-¾	476	(500-¾)	800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602 (700-2¼)
S-PAR 15 **	524-½		200 (200-½)	GS 3.25°	

HIRL Rwy 15-33

TACAN NXX Chan 61	APCH CRS 328°	Rwy ldg TDZE Arpt Elev	8002 358 358
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AL-598 [USN]

WILLOW GROVE NAS JRB (KNXX)

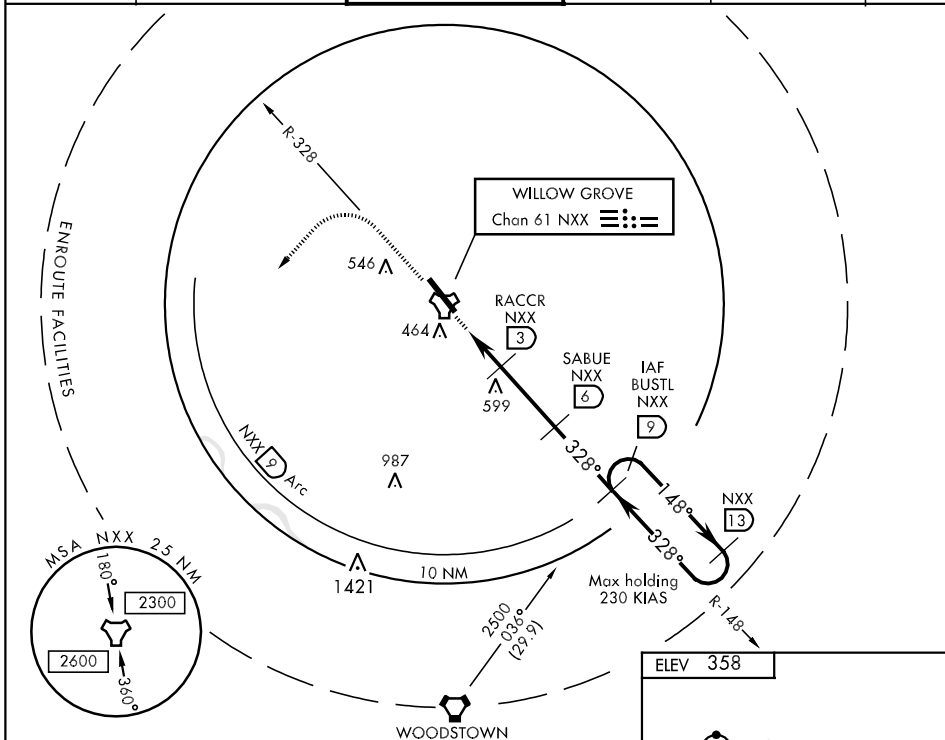
▼ * When ALS inop, increase vis CAT ABC to 1 mile,
CAT DE to 1 ¼ miles.

** When ALS inop, increase vis CAT AB to ¾ mile.

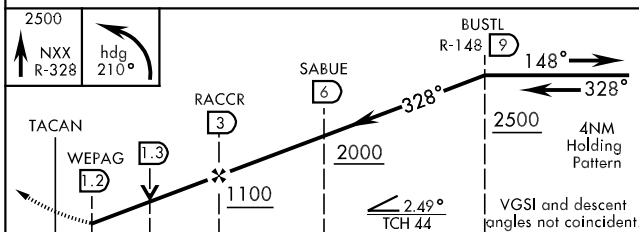


MISSED APPROACH: Climb to 2500 via NXX R-328.
Then turn left heading 210° to join and arc SW via the
NXX TACAN 9 mile arc to BUSTL and hold.

ATIS ★ 275.6	PHILADELPHIA APP CON 123.8 291.7	WILLOW GROVE TOWER ★ 119.6 340.2	GND CON 118.45 380.8	CLNC DEL 118.45 380.8	ASR/PAR
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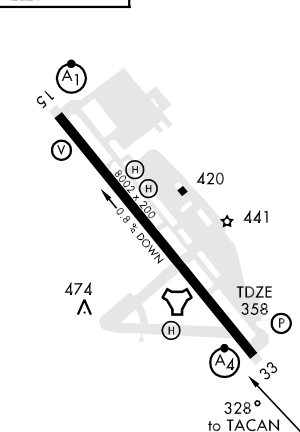


EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2½ 602(700-2½)
S-PAR 33 **	558-½	200 (200-½)	558-¾	200 (200-¾)	GS 3.0°

ELEV 358

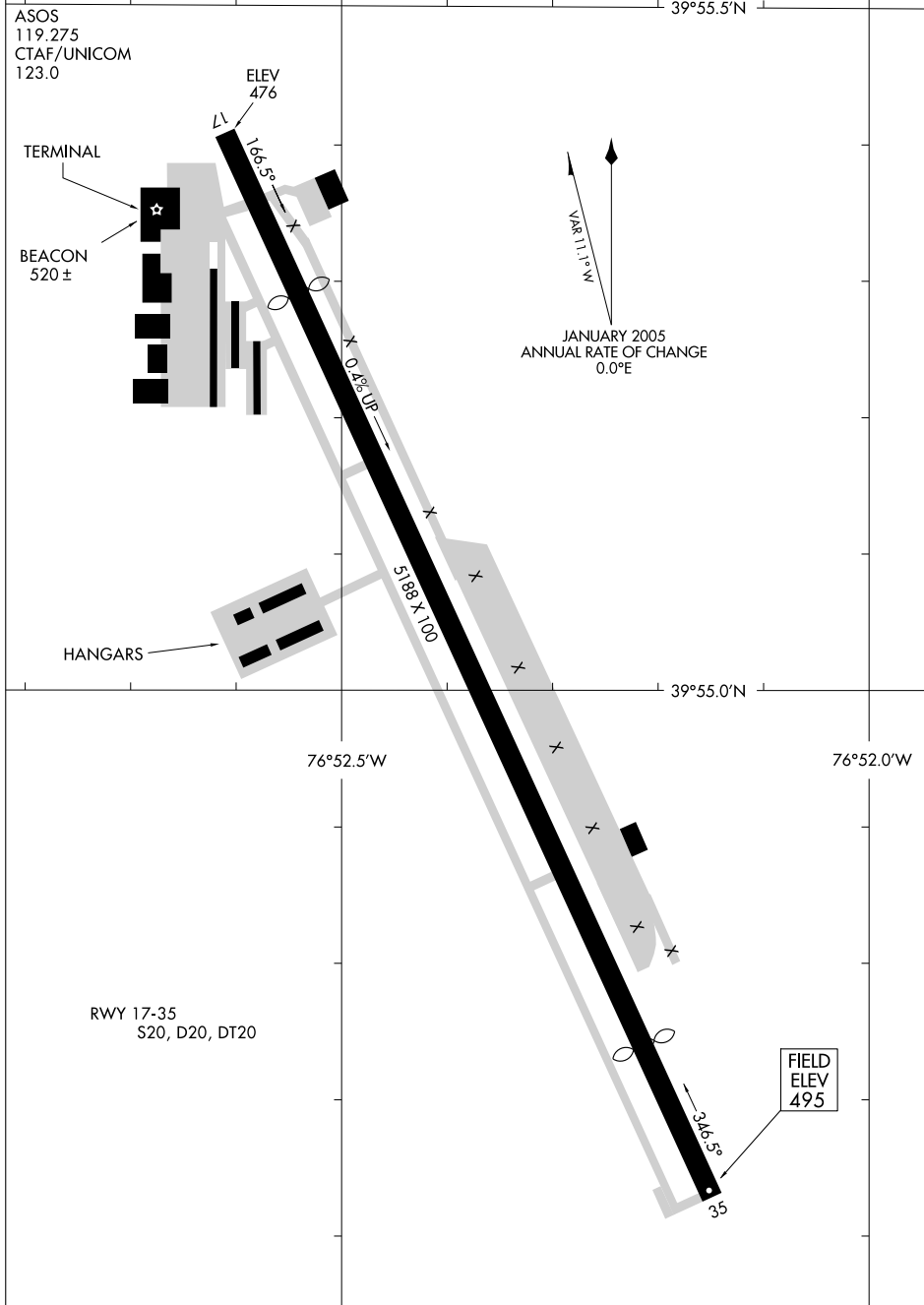


HURL Rwy 15-33

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA



NDB EUD 254	APP CRS 170°	Rwy Idg TDZE Apt Elev	4394 478 480
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NDB RWY 17

YORK (THV)



MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

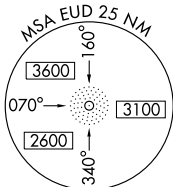
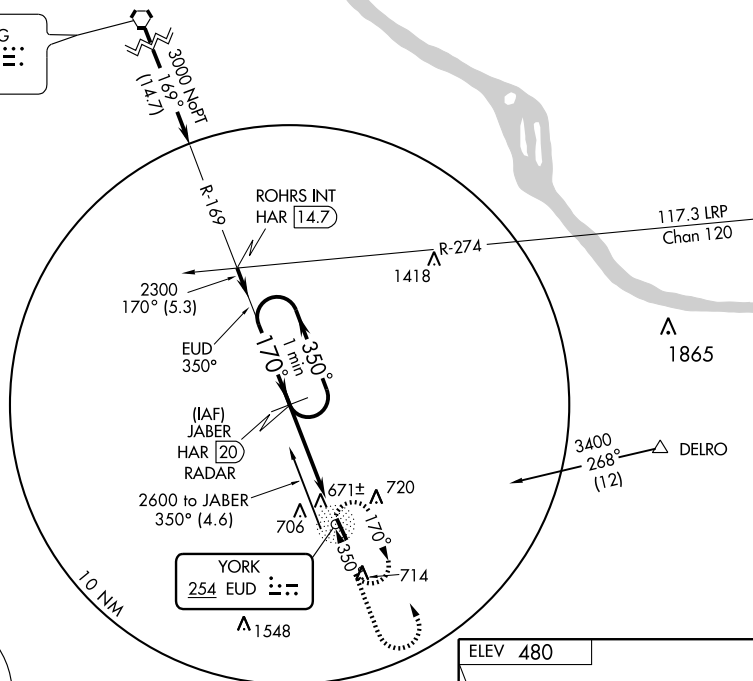
ASOS
119.275

HARRISBURG APP CON
124.1 273.525

CLNC DEL
121.65

UNICOM
123.0 (CTAF)

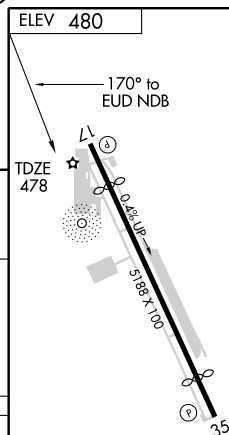
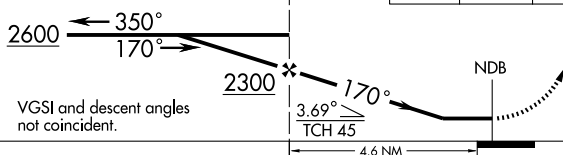
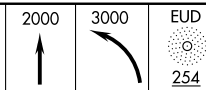
IAF
HARRISBURG
112.5 HAR :
Chan 72



DME or RADAR REQUIRED

One Minute
Holding Pattern

JABER
HAR :
RADAR



CATEGORY	A	B	C	D
S-17	1140-1	662 (700-1)	1140-1 3/4 662 (700-1 3/4)	1140-2 662 (700-2)
CIRCLING	1180-1 700 (700-1)	1200-1 720 (800-1)	1220-2 740 (800-2)	1220-2 1/4 740 (800-2 1/4)

MIRL Rwy 17-35
REIL Rwy 17 and 35

▼

DME/DME RNP-0.3 NA.

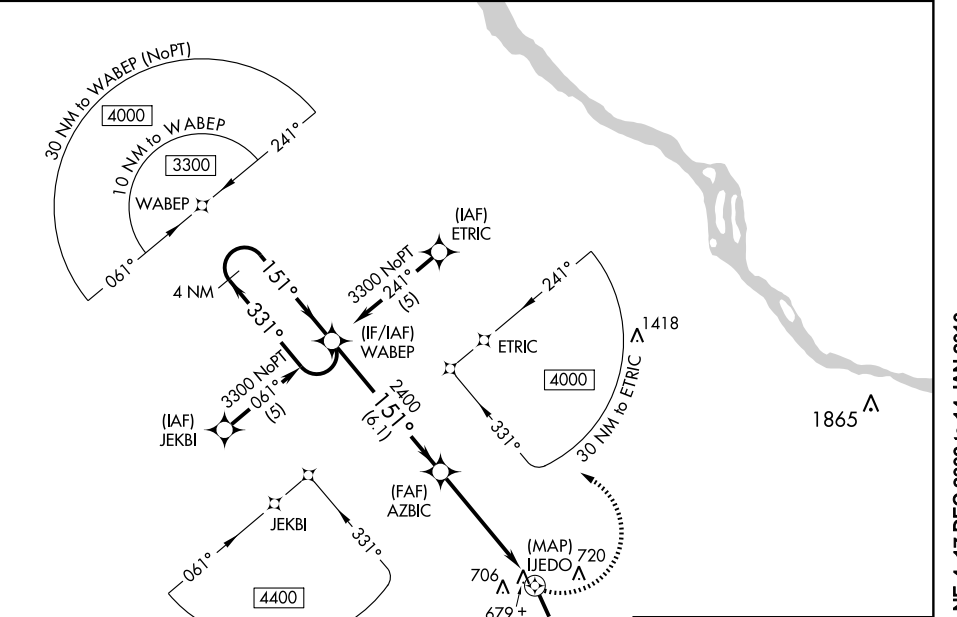
▲

Visibility reduction by helicopters NA.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS 119.275	HARRISBURG APP CON 124.1 273.525	CLNC DEL 121.65	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern

VGSI and descent angles not coincident.

3300 WABEP

AZBIC

IJEDO

3300

331°

151°

2400

3.07°

TCH 45

6.1 NM

5.3 NM

0.5

CATEGORY	A	B	C	D
LNAV MDA	940-1	462 (500-1)	940-1½ 462 (500-1½)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1½ 745 (800-1½)	1260-2½ 765 (800-2½)	1260-2½ 765 (800-2½)

ELEV 495

TDZE 478

0.46 UP

5188-1-100

35

MIRL Rwy 17-35

REIL Rwy 17 and 35

NE-4.17 DEC 2009 to 14 JAN 2010

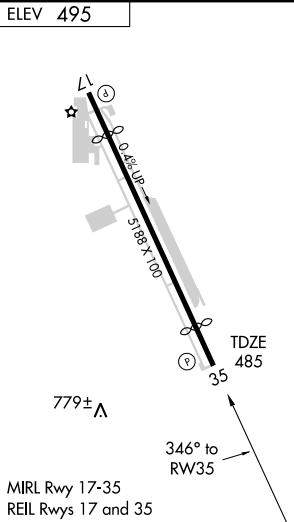
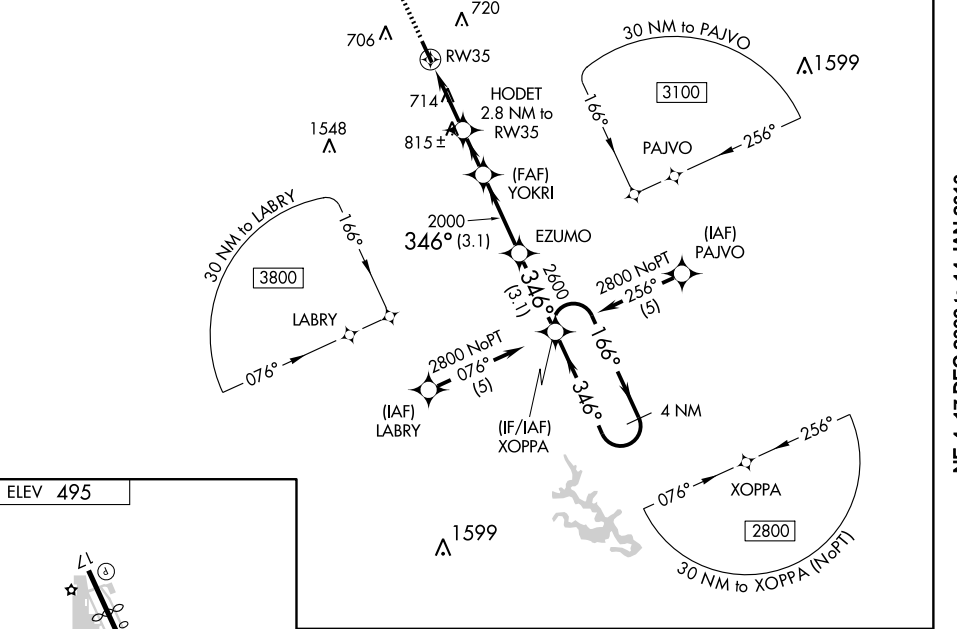
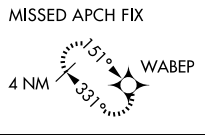
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

ASOS 119.275	HARRISBURG APP CON 124.1 273.525	CLNC DEL 121.65	UNICOM 123.0 (CTAF)
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	3300	JIKEL	TRK 327°	WABEP	
					4 NM Holding Pattern
		HODET 2.8 NM to RW35	YOKRI	EZUMO	XOPPA
			≤ 3.04° TCH 45	2600	2800
		RW35	2000		
		2.8 NM	1.8 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
LNAV MDA	1080-1	595 (600-1)	1080-1½ 595 (600-1½)	1080-1¾ 595 (600-1¾)	
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)	

NE-4.17 DEC 2009 to 14 JAN 2010

APP CRS 174°	Rwy Idg TDZE Apt Elev	4382 900 901
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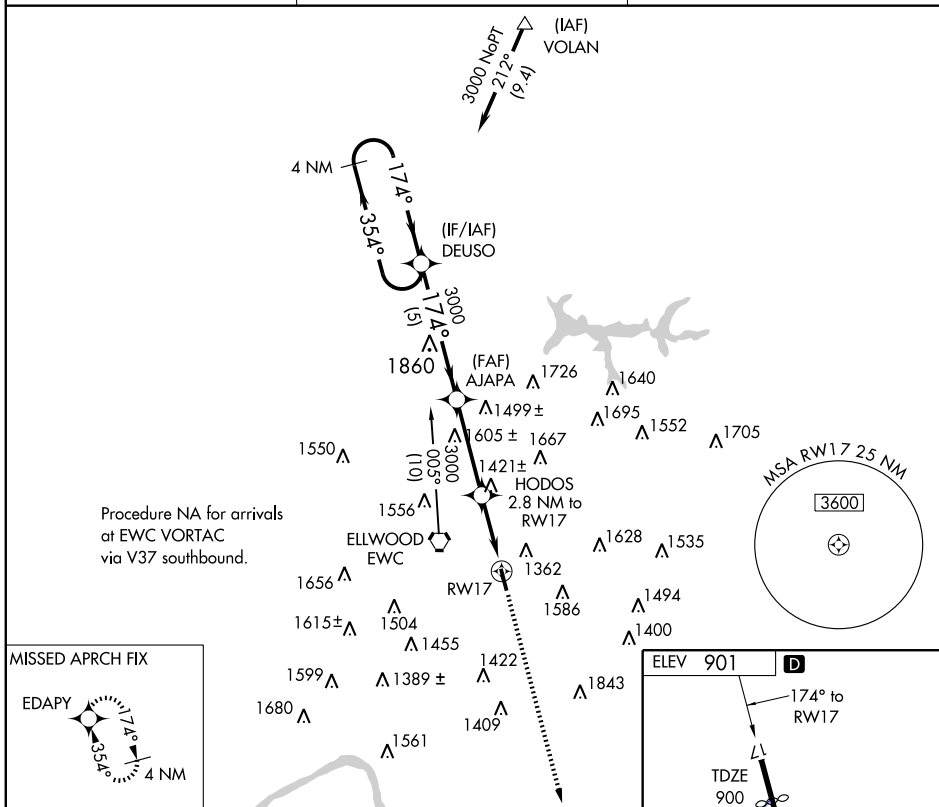
RNAV (GPS) RWY 17
ZELIENOPLE MUNI (PJC)

T DME/DME RNP-0.3 NA. Procedure NA at night.
A When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100
direct EDAPY and hold.

ASOS
118.45

PITTSBURGH APP CON
124.75 338.2

CTAF
122.9 

MISSED APRCH FIX

4 NM
Holding Pattern

DEUSO

AIPA

HODOS
2.8 NM to

3100

EDAPY

$$\underline{3000} \xleftarrow{354^\circ} \xrightarrow{174^\circ} 174^\circ \xrightarrow{3000}$$
 $3.05^\circ \angle$

TCH 45

1840

RW1

CATEGORY

A

B

C

D

LNAV MDA

1680-1
780 (800-1)

$$\begin{array}{r} 1680 - 1\frac{1}{4} \\ 780 \quad (800 - 1\frac{1}{4}) \end{array}$$

NA

CIRCLING

1680-1
779 (800-1)

1700-1¼
799 (800-1¼)

NA

REIL Rwy 35

MIRL Rwy 17-35 L

